MAY 10th 1917

Leslie's

Illustrated Weekly Newspaper

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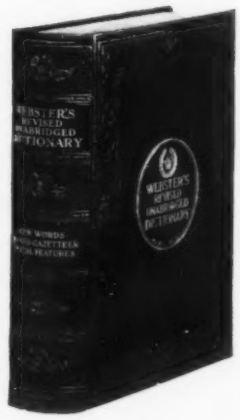
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The newspapers are full of the names of strange cities and provinces in the theater of the European War. We read of *Przemysl, Salonica, Czernowitz, Volhynia, Croatia, Galicia, Bukowina, Mesopotamia*—Where are they and what kind of people live there?

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AMERICA'S SHARE IN THE WAR

WHAT WE MUST DO TO MAKE VICTORY CERTAIN—GERMANY'S POSSIBLE CHANCES OF WINNING

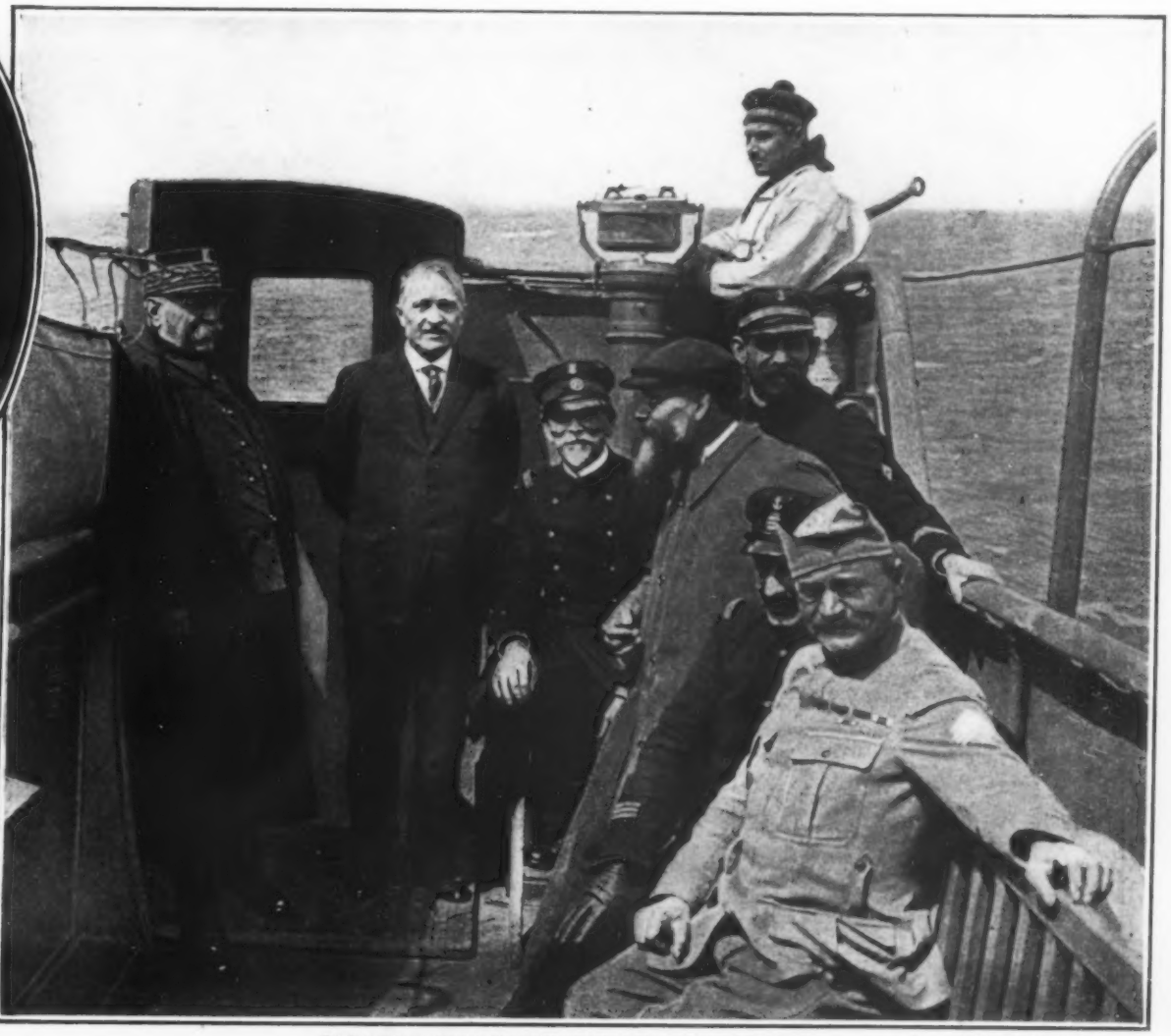
BY SYDNEY BROOKS



PRESS ILLUSTRATING SERVICE

MR. ARTHUR JAMES BALFOUR

The head of the most important commission ever sent to America by the British government. Mr. Balfour and his assistants are opening the eyes of America to the terrific problem the war with Germany involves.



THE GREAT HERO OF THE WAR AND HIS ASSOCIATES

AMERICAN PRESS ASSOCIATION

Marshal Joffre, Minister of Justice Viviani and Admiral Chocheprat, who head the French commission to America, are here shown in an unusual picture taken a few hours before the French man-of-war on which they came reached its destination. The Hero of the Marne is shown standing at the left, and next to him with bared head is Monsieur Viviani. Admiral Chocheprat is seated in advance of Monsieur Viviani.

EDITOR'S NOTE:—This remarkable article, written by one of the most brilliant English writers, discloses for the first time the possibility, remote though it may be, of an uncertain outcome of the greatest conflict the world has ever seen. Mr. Brooks lived in the United States between 1896 and 1900 and is no stranger here. On his return to New York from Washington, where he met the visiting French and English Commissioners, Mr. Brooks made this striking review of the war situation and then sailed with Mrs. Brooks on the "Adriatic" for England. Mr. Brooks will contribute other articles to LESLIE'S *dealing with the progress of the war.*

FOUR busy days of talk and observation in Washington have convinced me of one thing—that the men at the heart of the American Government, the executives, realize what they are up against. They are not underestimating their enemy. They are not minimizing their task. They are preparing, not for a short and easy war, but for a long and arduous one. They are taking into very grim account possibilities that to the average American seem incredibly remote. They set no limit—and they are extremely wise in doing so—to the extent of America's participation in the war.

An army of 10,000,000 men? An expenditure of $30,000,000 a day? Compulsory military service? Compulsory civil service, involving, it may be, a reorganization from top to bottom of American agriculture and of some of the most important of American industries? None of these conceivable developments is beyond the vision and the reckoning of the men who in the White House, in the State Department, in the War and Navy Departments and in the Council of National Defense are laying down the plans for America's cooperation with the Allies. Their motto plainly is that whatever is necessary must and shall be done; and they take no niggardly view of all that "necessary" may mean. Full and final victory is the goal they have set themselves and they are working towards it with a large, quiet and open-minded efficiency.

As a rule people who speak English have a racial and ineradicable preference for profiting by their own blunders rather than by the experience of others. But the officers of the United States Government are showing themselves to be the exception. They have assimilated the lessons both of the failures and the successes of Great Britain and her allies. They are avoiding the pitfalls into which we stumbled. They are adapting to American conditions the methods and the machinery and the ideas that have stood the wear and tear of all but three years of warfare. At the same time they are avoiding the mistake of pressing the European analogy too hard. They recognize that America's contribution to the common cause must be of a scope and character peculiarly her own and that there is no reason, because a certain way of doing things has succeeded in Great Britain, why it should be adopted out of hand in the United States.

In short, I do not see how any Government could have addressed itself to the tremendous business of war with a firmer grasp on fundamental principles than the authorities at Washington are now displaying. They are thinking along broad and sound lines; they are taking a wide survey; and while the results are not yet visible and cannot in the nature of things be visible for some months to come, and while there is an immense leeway to make up before America can be said to be ready, still the preparatory work that is now going forward is of the right kind and very little of it, so far as I can see, will have to be undone later on.

But at the other end of Pennsylvania Avenue there is a very different tale to report. Congress, to put it mildly, is not enthusiastic over the war. It recognizes no urgency in the legislative measures that the President has recommended for its adoption. It is proceeding in its usual leisurely fashion with bills that under a more positive form of government would become law within twelve hours of their introduction. The number of Senators who appreciate or partly appreciate the magnitude of the burden which the United States has shouldered is not inconsiderable. The number of Representatives, on the other hand, who approach the problems of the war in an equally realistic temper, is small.

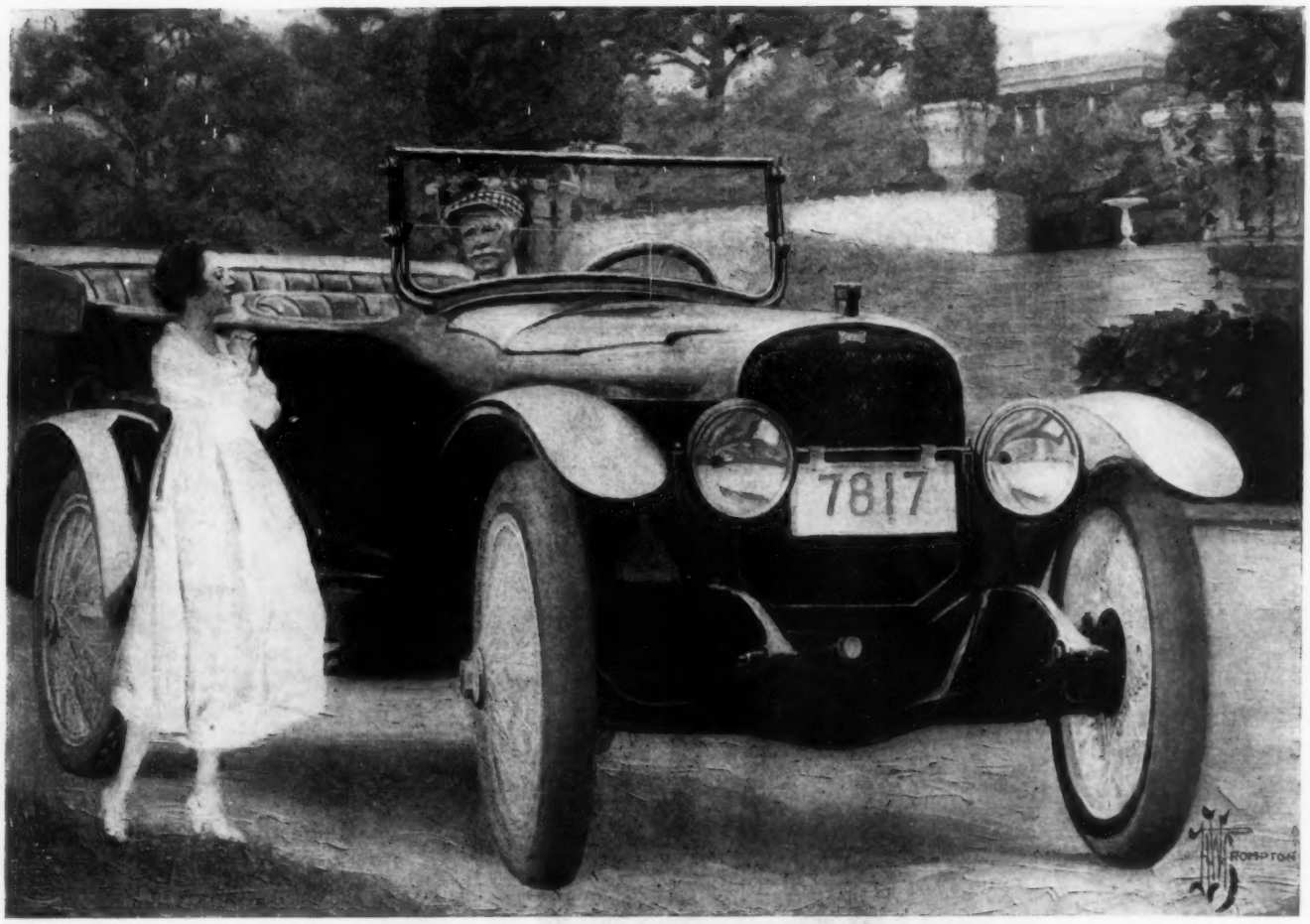
It is quite clear that the Government is very far ahead of the national legislature. I have heard Congressmen talk as though they expected the German Jericho to fall down at the first blast of the American trumpet; as though America's share in the war would be limited to providing ships, foodstuffs, money and raw material; as though the struggle would be over long before American troops could get into the firing line in any real force. And I apprehend that throughout the country generally the war is still regarded as a sort of dramatic side-issue to American life and not as by any means the whole of it.

People go about asking what America can do, whether, indeed, she can do anything effective before Germany collapses. Nobody has any doubts that she will collapse. There are those who prophesy that the end will come this year. There are few who think it possible that the autumn of 1918, still less the summer of 1919, may see some of the fiercest fighting of the war. What is the use, the man in the cars is apt to demand, of raising a large American army that in all probability will never be needed at all? The war is remote from his daily interests and does not really touch him. Why should it? Between himself and blood-soaked Europe there still flows the Atlantic. He looks upon America as secure, if not invulnerable. There has been nothing as yet, there may be nothing for a long while to come, to bring the realities of the struggle sharply home to him. He takes it for granted that the ultimate issue is beyond question and whether it comes a little sooner or a little later does not impress him, from the purely American standpoint, as profoundly important.

Try as he will he cannot persuade himself that America

(Continued on page 566)

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"Stand by the Flag; In God we trust"

CXXIV THURSDAY, MAY 10, 1917 NO. 3218

WHY READ FICTION?

THE most exciting pages in the world's history are now being written in blood, and spread before the newspaper reader every day. They are full of pathos. They tell the struggles of great nations warring against each other—some for supremacy, some for human rights, and some to avenge wrongs.

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And this story, from day to day, is being read, not by a few in their libraries, not by the millions in any state or nation—but by the thousands of millions that make up the population of the globe.

It is a story stained with blood and tears, but it marks the progress of a new, great world-movement for the betterment of mankind, for the deposition of the despots and the transformation of oligarchies ruled by a few, into magnificent republics ruled by the many. This wonderful page of history, this record of events surpassing all fiction, will stand immortal.

The hope of the peace of the world rests on the foundation that the people shall rule. When they do rule, no czar, no kaiser, and no king asserting his divine right to rule, can, at his whim or caprice declare war on his neighbors and summon millions of faithful followers to march upon the field of slaughter, while he rests in security on his throne.

Those who live in this epoch will have something to remember. It is an experience never to be forgotten. Follow the story from day to day and bear in mind that the most impressive lesson it teaches is that the people must and shall rule.

THE ROAD TO RUIN

PRESIDENT WILSON wrote to Chairman Hurley of the Federal Trade Commission in favor of conserving the business interests of the country, but it looks as if the retirement of Mr. Hurley from the Commission has deprived it of its strongest figure and inflicted a severe blow upon the industries of the United States. This inference can be drawn from the amazing report on gasolene just rendered by the Commission.

Everybody knows that we are living in an era of high prices. The increased cost of gasolene is as nothing compared with the increased cost of such necessities of life as potatoes, flour, eggs, onions, wheat, corn and cotton, yet it disturbs the Federal Trade Commission. This body is not satisfied with the dissolution of the Standard Oil Company by the Supreme Court. No one else complains—not even the Department of Justice. The Commission admits that it "has not found conclusive evidence of collusion among Standard companies in violation of the dissolution decree," but it suspects, infers or concludes that the anti-trust dissolution decree has not restored competitive conditions in the gasolene industry and it wants a law to authorize the attorney-general to reopen the case for review.

The Commission says that the stockholders of the dissolved Standard Oil companies are still stockholders of the segregated companies, as if this were surprising. By order of the court when the parent company was dissolved, its stockholders were given equitable participation in the distribution of the shares of the several companies. Is it proposed to take from the stockholder his right and confiscate his possessions?

When the Standard Oil Company of New Jersey was dissolved, it was shown that the Standard Oil companies of that time controlled the sale of 87 per cent. of gasolene marketed in this country. Since the dissolution, the figures of the Federal Trade Commission itself show that these companies now handle only 65 per cent. President A. C. Bedford of the Standard Oil Company of New Jersey says, and his assertions are not disputed:

> It is a matter of common knowledge that during the past few years a great number of new oil companies have been organized and have invested hundreds of millions in the business. The Commission does not suggest that any practice savoring of unfair competition on the part of former Standard Oil companies has restrained in any way the free growth and success of these new or of any old companies. The fact is that the Standard Oil Company of New Jersey has scrupulously obeyed the decree in the dissolution suit as affirmed by the Supreme Court. Our observance of the decree has been under the constant supervision of the Department of Justice and it has made no complaint against us. The Federal Commission, in its report of an exhaustive inquiry into our business, does not intimate that any practice or policy of this company is at variance either with the law or that decree.

This is on the word of a gentleman of such high character that the Government is now utilizing his services at Washington, voluntarily granted, as Chairman of the Commission on Petroleum selected by the Council of National Defense—a committee made up of the most prominent oil men in the United States, and chosen expressly to look after the vitally important matter of conserving our supply of oil in the interests of the Government during the stress of war.

Of all the blunders that could be committed in this trying hour of the Nation, few could be more unpardonable than the gratuitous attempt to go behind the action of the Supreme Court of the United States and to disrupt a great industrial enterprise against which neither its competitors nor the Department of Justice has entered a word of complaint.

We have grave doubts whether the members of the Federal Trade Commission realize the harm, as well as the injustice, they have done in this remarkable proceeding. The conduct of the Board is as reprehensible as it is inexplicable. It is the only body thus far discovered within the borders of civilization that attributes the rise in the cost of gasolene and other commodities to anything but the natural operation of the law of supply and demand.

THE MELTING POT

THE trouble in Mexico continues.

The Minister of Finance of China has been removed for accepting a bribe.

The protracted strike on the trolley lines of the Wilkesbarre, Pa., railway cost $5,000,000.

In trespassing on the railroad 90,000 persons have been killed and 100,000 injured during the last 20 years.

The American Ambassador was hissed and the German Ambassador cheered at a recent session of the Mexican parliament.

The late J. J. Hill, of the Great Northern Railway, once a stevedore on the railroad docks, left an estate of over fifty millions.

A New England woman 91 years of age bought a tombstone and had her name carved upon it and stated that her age was 70 years.

Reducing the supplies of meat, eggs, game and poultry in Germany has tended to make the people healthier. One for the vegetarians!

A member of the Boston School Committee recently elected was a bell-hop in a hotel in that city only three weeks before election.

This is "A Congress without Brains," says the New York *World*. It is the same Congress that the *World* fought so hard to elect.

The Empress of Germany has sold the magnificent diamond necklace that was presented to her by the late J. P. Morgan, of New York.

Nearly eleven million pieces of mail matter posted in this country last year were so blindly addressed that they were sent to the Dead Letter office.

A bill to restore to citizenship 50,000 former Americans now fighting with the Allies is to be introduced in Congress. Colonel Roosevelt should head them.

For having forced his two children, 6 and 8 years old, to drink port wine until they were drunk, a New York father was sent to the workhouse for 30 days.

Of over 22,000,000 acres of farm land in the State of New York only 8,250,000 are cultivated and only 2 per cent of the 10,000,000 population are farmers.

A woman who married a millionaire and who was formerly known as "the most beautiful woman in Denver society," died a pauper in a New York institution recently.

In refusing to impose a heavy fine on 30 master plumbers convicted of violating the Anti-Trust Law in Iowa, the court said: "These gentlemen are no more criminals than any other man in the hearing of my voice."

Let the people rule!

PREPAREDNESS

BY GEORGE WASHINGTON

THERE is a rank due to the United States among nations, which will be withheld, if not absolutely lost, by the reputation of weakness. If we desire to avoid insult we must be able to repel it; if we desire to secure peace, one of the most powerful instruments of our rising prosperity, it must be known that we are at all times ready for war.

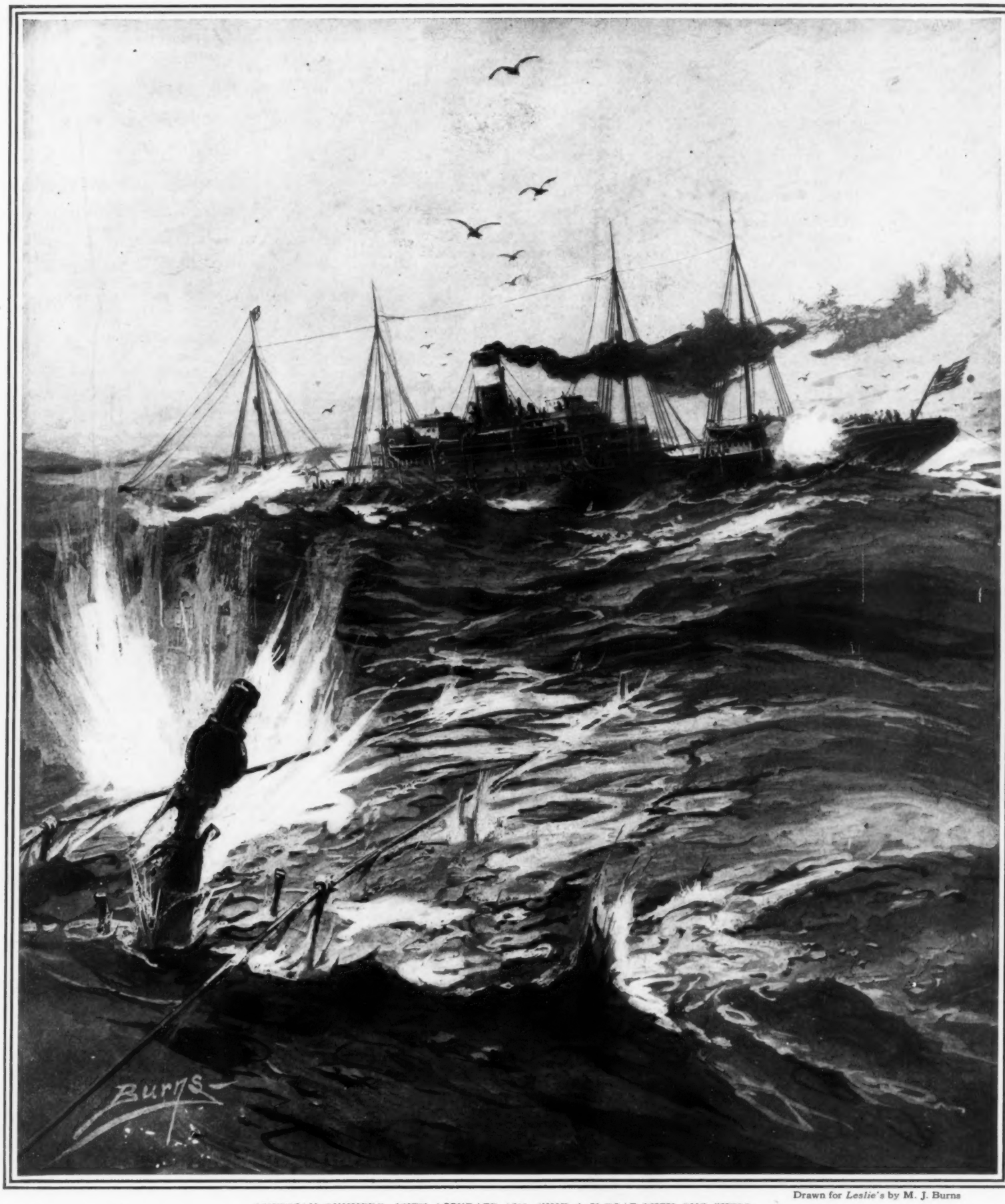
THE PLAIN TRUTH!

DANGER! The proposition to confiscate, for war purposes, all incomes over $75,000 or $100,000 a year is so fantastic that it has not yet been seriously considered. Yet there are members of Congress and some faddists who favor it. If such a policy should be carried out, what would happen to our great benevolent, religious, medical and educational institutions that depend upon the public for maintenance and support? Has any one thought of this? We know a moderately wealthy man whose income is large and who divides it with a liberal hand among many deserving institutions. In one year, he divided $300,000. He was one of the largest contributors to the Y. M. C. A., to the churches, to hospitals and to at least one college. It can be readily understood that if the Government is to confiscate all incomes over a certain figure, the first effect will be a decided decrease in contributions to every deserving cause. To cripple or to destroy these would stir up such a feeling of intense indignation throughout the country that the political party responsible for it would be swept from power.

WHY? Miss Rankin—"the lady from Montana"—the first woman in the history of our Government to vote in Congress on a declaration of war has been severely criticised for voting against the resolution. What she did was to express her own conscientious objections to war. As has been pointed out, Miss Rankin was not sent to Congress by the suffrage party, but as a regular Republican elected by the men and women of Montana. While her party stood for a policy of preparedness, Miss Rankin exercised independence and the right of conscientious private judgment in her vote. A majority of English suffragists had been against war up to the time England got into it, but as soon as England entered they began backing up the country so efficiently as already to have won the promise of the ballot. Doubtless Miss Rankin and other pacifists among American women will as patriotically fall in line. The most interesting deduction from the Rankin incident is the evidence it affords that it was the pacifist sentiment in Western States, normally Republican, that turned the tide in the last election. "He kept us out of war" was a slogan that captured the necessary votes for Mr. Wilson.

LIES! The *Oregon Voter*, of Portland, Oregon, says that the Portland *Evening Journal* has been printing a series of double-column editorials making charges against the railroads, finding them guilty and dooming them to punishment. The *Voter* says: "On several allegations of fact, we took the trouble to investigate. In every instance, we found the charges were absolutely false." It adds that in does not understand why the *Journal* should lie to the public unless it thinks it is more profitable to lie than to tell the truth. It respectfully submits that "slandering the railroads does not help Portland." We do not seek to enter into the merits of this controversy, but every thoughtful reader knows that the truth is not fairly told about our great railroads, our banking institutions and industrial corporations. We do not believe that our captains of industry realize the harm done to them and to public interests by distorted and often by false accusations against them without denial on their part. A prominent railroad has announced that hereafter it proposes to answer every unjust accusation made by the press. Let all concerned take the same step and the fairminded public will make short shift of the muckraker and the yellow journalist.

AMERICA'S FIRST SHOT



Drawn for *Leslie's* by M. J. Burns

AMERICAN GUNNERS, WITH ACCURATE AIM, SINK A U-BOAT WITH ONE SHELL

The first victory in actual warfare between the United States and Germany went to the American gunners who, with one shot from the six-inch gun, mounted on the stern of the *Mongolia*, sank a German submarine, on April 19th, the afternoon before the freighter reached its British port. The success of this first naval engagement, which lasted just two minutes, is a credit to the skill of the American naval gunners and to Lieutenant Bruce Ware, who commanded the gun crew. At about 5:30 the first mate sighted the periscope of the submarine about a mile ahead on the port bow and immediately gave the alarm. The periscope vanished as the U-boat submerged and then it reappeared alongside the *Mongolia* where the target for the torpedo would be larger. While the submarine was still 1000 yards away the order to fire was given and a six-inch shell, the first and only shot fired, shattered the periscope, which vanished in a geyser of spray. For a moment the sea was tumultuous where the periscope had been and then foam and oil rose to the top and covered the surface. This first shot of the war was fired on the anniversary of the Battle of Lexington, which began the Revolution. The coincidence has been taken by the navy as a good omen.

MEN WHO ARE MAKING AMERICA

THE RISE OF JOHN D. RYAN TO PRESIDENCY OF THE WORLD'S GREATEST COPPER COMPANY—HIS WORK IN THE ELECTRIFICATION OF RAILROADS

BY B. C. FORBES

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EDITOR'S NOTE:—*The forty-second man in Mr. Forbes's series is still in the prime of life, though already one of the most powerful figures in America. His rise from obscurity to a high position has been made in fifteen years. Next week Mr. Forbes will tell the story of William H. Nichols.*

"POLITICAL corruption was rampant in the State when he took hold, bitter warfare was being waged, not without loss of life, between the two dominating mining factions, rivalries and jealousies were rife, individual companies and labor had become lawless. He first routed the political antagonists, then bought out the entire business interests of the opposition and next harmonized all the internal differences and jealousies among the individual concerns and proceeded to build up what is now not merely the largest copper mining enterprise in the world, with an output of a million pounds of copper a day, but he developed it into a great, integrated industry comprising very important railroad, coal, lumber and mercantile properties, as well as a producer of lead and zinc on a scale exceeded by few companies in the world."

The man whose achievements were thus summarized is John D. Ryan, president of the Anaconda Copper Company, which supplies almost one-sixth of the world's total production, creator and upbuilder of the Montana Power Company and director of railroad, industrial and financial organizations, including the great American International Corporation, whose directorate reads like a page from "Who's Who in Big Business."

"After that," went on the business man I have just quoted, "he threw himself into creating what is to-day the most efficient water-power enterprise in America, supplying 95 per cent. of all the electrical power used in Montana and, because of its low rates—the lowest charged anywhere—it has greatly advanced the general prosperity of the State.

"And, although the public at large doesn't realize it, he has done more than any other man or any group of men in the United States to bring about the electrification of railroads, for it was the extraordinary success he attained in the complete electrification of his own company's railroad that led the St. Paul to undertake its wonderful project of operating its whole Rocky Mountain division by electricity. This is perhaps his greatest contribution to progress and civilization.

"How did he succeed in doing all this? By tact, nerve and judgment, by the sheer force of his personality, by his ability to inspire confidence among all classes and factions, including labor, through his undeviating fairness to everybody."

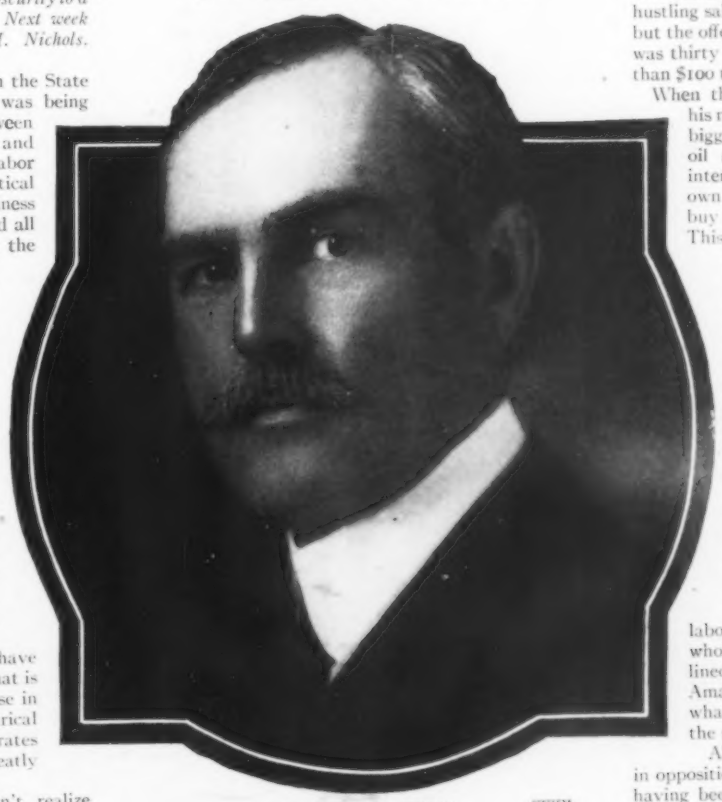
Recently I asked Mr. Ryan to tell me something about his achievements, for the inspiration of younger men.

"No!" replied Mr. Ryan, holding up both hands in protest. "You cannot write a picturesque story about me, picturing me sweating in miner's togs at the bottom of a shaft, for I never did a day's mining in my life. I wasn't a prodigy at school and I haven't worked harder than lots of other men."

"Then do you want me to assume that you have got where you are because of influence——"

"Influence!" broke in Mr. Ryan. "Influence is the worst handicap any young man can have. It tends to make him feel he need not exert himself to his full capacity and has a bad effect upon him. When other workmen learn that one of their number has a pull with somebody higher up they look at him askance and the effect upon these other men is bad. Then the foreman, or whoever is over him, will either show him undue favors and push him into a position for which he is not fitted, or, if the boss is of a different stamp, he will hesitate to promote him even when he deserves it because the boss knows the others will think it is a case of favoritism. The effect, therefore, is bad upon the whole organization. When any young engineer or college graduate or anybody else comes to me asking for a letter to enable him to get a job at our works I say to him just what I have told you."

This character sketch of John D. Ryan is very different from others that have been printed about him. There is a reason. Mr. Ryan has never before outlined his career for publication, with the result that romance and fiction rather than fact have been written about him. The best elements of romance are in John D. Ryan's career. The great romance lies in the fact that a young man without money, technical education, or financial training and possessing only the experience of a traveling salesman, had, before reaching middle life won his way to part-ownership of a string of banks, earned the presidency of the foremost copper mining company in the world and built the most remarkable electric power enterprise in the land. He had also been elected to the directorates of a number of gigantic financial, railroad and industrial organizations and acquired a fortune running probably into eight figures.



MR. JOHN D. RYAN

If the man who makes two blades of grass grow where only one grew before is a public benefactor, surely a man who contributes in a large way to the general progress of the development of a State's resources is no less entitled to public gratitude.

John D. Ryan came of mining stock. His father was the discoverer of what are now the Copper Range Mines of the Lake Superior district. Shortly after John was born, at Hancock, Michigan, on October 10, 1864, the family moved to the Calumet & Hecla mine. Mining, however, had no particular attraction for the boy. His parents desired him to go to college but he preferred to begin work. When seventeen he entered one of a number of general merchandise stores in the copper district of Michigan which were owned by an uncle. For eight years the future copper magnate weighed sugar, measured calico and wrapped up parcels behind the counter, working, as was then the custom, a full round of the clock daily. From this uncle, who was the leading merchant in that part of the country, he picked up more or less business information and insight, but he had no ambitions to become a Marshall Field.

When twenty-five he decided to try his luck in Denver. Fortune did not immediately smile on him. Month after month he looked in vain for a congenial job.

"I was six months in Denver before I found employment to suit me—and I wasn't hard to suit either," was how he described his discouraging experience at this stage of his life. Then he got a start as a drummer, selling lubricating oil on the road. He traveled all over the Rocky Mountain section from Montana to Mexico, knowing little or nothing of home life for several years.

"It wasn't exactly a primrose path or rose-bed life," remarked Mr. Ryan, "but I was not married then and it was easier for me than it would have been for most other fellows, because my father was well known among mining people, and as miners move about a good deal, I met friends of his all over and this helped me in my business. Among the good friends I met during that time was Marcus Daly, who was then building up the Anaconda organization. I sold him oils and in that way was thrown in contact with him."

Mr. Ryan, contrary to the popular impression, never did a day's work for Daly in his life, nor did he work for Anaconda during Daly's lifetime. Daly did offer the hustling salesman employment on more than one occasion, but the offers were declined. The truth is that when Ryan was thirty he was not making and had never made more than $100 to $150 a month.

When thirty-two he married Miss Nettie Gardner of his native town. After that he apparently developed bigger ambitions, for when Marcus Daly died the oil salesman conceived the idea of obtaining an interest in the Daly chain of banks. He used his own savings and borrowed freely from friends to buy out various minority stockholders in the banks. This gave him general charge. The banks had been very profitable under Daly's management and they did not suffer any under Ryan's generalship.

Ryan's removal from Denver to Montana as directing head of the powerful Daly financial institutions brought him into contact with all classes of the community. In the volcanic atmosphere then prevailing he must have handled himself better than he will admit, for within three years Henry H. Rogers, one of John D. Rockefeller's brainiest and most fearless partners, asked Ryan to take charge of the Amalgamated Copper Company's affairs in that state.

The job was about as uninviting as any in the United States. Amalgamated had several fierce political fights on its hands; it was neck-deep in litigation with Fritz Augustus Heinze; labor conditions were unsettled and warlike, and the whole State was in a ferment, everybody being lined up either for or against one side or the other, Amalgamated or Heinze. The astute Rogers knew what he was doing when he picked Ryan to tackle the situation.

All Ryan's activities in the oil business had been in opposition to the Standard Oil people, his employment having been with their rivals. Therefore when in 1904 he became managing head of the Amalgamated, his reputation did not spring from his identity with the oil business, but, from his connection with the Marcus Daly properties.

Mr. Ryan's job was not merely to manage the mines, but to manage men as well. When the first election came after Ryan took charge, the Heinze faction was soundly beaten, so soundly that Ryan concluded Heinze, although no mean fighter, must realize he had been completely licked and would, therefore, be in a mood to talk over terms of peace.

So Ryan opened negotiations with Heinze to buy all his properties in Montana. Heinze was anxious to sell, but he wanted the deal arranged so as to create the impression that he was merely effecting a compromise and not selling out. Amalgamated was determined to eliminate Heinze entirely from the situation and would entertain no negotiations which would leave him a loophole to cause any further embarrassment in the conduct of the business. This Heinze-Amalgamated deal forms so notable a chapter in America's mining and financial annals that I prevailed upon Mr. Ryan to tell exactly what happened.

"Because of Heinze's strong objection to have it appear that he had been bought out, and because of his insistence that the deal be represented as a merger, it was very hard to carry on negotiations that would remove Heinze root and branch," said Mr. Ryan. "The situation was relieved at times by a spice of humor. Heinze was mortally afraid that the miners in Butte would learn that he was preparing to sell out, as he was loudly promising to fight their battles for them if they would stand by him. He would never meet me except in the most out-of-the-way places. We never entered a building by the same door. He never came to my office and I never went to his. Instead, we would meet in the offices of one of our lawyers or in the rooms of friends. One of our most important sessions was held by appointment in Providence, R. I.

"From the very opening of negotiations Heinze and I were friendly and, though many times we came very near breaking off, we continued to treat with each other in absolute good faith. He never once broke his word to me. After six months' negotiating we finally met one night and talked price from nine o'clock to three o'clock in the morning."

Amalgamated then bought all the Heinze mining properties in Butte except the Lexington Mines, which, being covered by an outstanding bond issue, could not be

(Continued on page 569)

RUSSIA'S RED REVOLUTION

FIRST COMPLETE ACCOUNT BY AN AMERICAN EYE WITNESS OF THE STIRRING EVENTS IN PETROGRAD DURING THE STRUGGLE OF THE PEOPLE AGAINST THE ROMANOFFS



WHEN THE MOB SOUGHT THE SECRET POLICE

WINTERROWD

For days the streets of Petrograd were filled with soldier mobs such as this while thousands of secret police against whom the people sought vengeance, were hunted down in cellars and garrets like rats. On the red flag which is now the only flag recognized in Russia is printed, "Down with the monarchs and dynasties." The young soldiers in the foreground are wearing uniforms and arms taken from officers who were slain upon their refusal to join the people. Many released convicts also obtained uniforms.

IT is the good fortune of LESLIE'S to be able to present the first complete story of the actual happenings in Petrograd at the time of the Russian Revolution as seen by an American.

Mr. William Holland Winterrowd, Assistant Chief Mechanical Engineer of the Canadian Pacific Railway, accompanied Mr. George Bury, Vice-President of the Canadian Pacific Railway, to Russia. Mr. Bury visited Russia at the request of both the British and Russian governments in connection with transportation, and was a member of Lord Milner's mission.

Mr. Winterrowd while in Petrograd kept an exhaustive diary of the daily occurrences. As he had an exceptional opportunity of coming in contact, both with officials and people in the street, his record is of great interest and is certain to be of unusual historical value. The results of the Russian Revolution may in the end prove not less vital to the freedom of the world than those of the French Revolution, to which it is similar in many ways.

Up to the present time only part of the story of the events in Petrograd during those momentous February and March days has been given to the world. One readily gathers from a perusal of the diary that there was far more action than despatches from the Russian capital indicated.

One of the most interesting events witnessed by Mr. Winterrowd was the bringing of the deposed president of the Council of Ministers into the Duma under arrest, along with a number of other high officials. Mr. Winterrowd was the only American citizen present among the crowd of soldiers and members of the Duma.

It now appears that at least 5,000 of the police and officers of the army were killed and some forty thousand persons wounded. Three hundred dead officers at one time were lying in front of one hotel.

Mr. Winterrowd's diary was written under the Julian calendar, in use in Russia, which is 13 days behind our calendar.

Tuesday, Feb. 21st. General rumors that some of the larger works were partly on strike as the workmen were demanding to be supplied with bread. Many workmen had been thrown out of work by shortage of fuel and material with which to run mills. Unrest and a spirit of violence in the air. Rumors steadily becoming more persistent.

Feb. 22nd. A large number of workmen from all works completely idle and others joining them every hour. Rumors of slight friction between workmen and police at some of the outlying factories.

Feb. 23rd. Practically all works and mills shut down. Workmen organizing processions and demanding to be supplied with bread. Students joining working people. Processions peaceful. Some friction on outskirts of city between working people and police. It is apparent that the ringleaders of the processions are well organized. General atmosphere very unpleasant, general trouble expected.

Feb. 24th. All works and mills completely shut down. Enormous crowds and processions throughout the city, principally in the Nevsky Prospect. Large meeting held in front of the Nikolia Station. All trains forcibly stopped on the streets. Practically no traffic. In afternoon very large procession on Nevsky Prospect. Police and soldiers everywhere fully armed, all served with ball-cartridges. Cossacks called out to assist police; they continually charged through and through the crowds but without any intention to cause injury; both crowds and Cossacks seemed to be in general good humor, former singing and cheering and the latter laughing. Processions and general riots kept up until late, in some districts all night.



WINTERROWD

The temporary office of the staff of the chief of militia during the Revolution.

Feb. 25th. Very early larger and more serious crowds collected and were continually charged by the Cossacks and mounted police at full gallop. General atmosphere very grave. Huge crowd collected outside the Nikolia Station, here the head police officer of the district drew his revolver on the crowd but was immediately shot dead by a Cossack. This was the first indication that the Cossacks were in any way inclined toward the people. During the afternoon the crowds still grew and became more menacing. In the Nevsky Prospect and adjoining main thoroughfare the soldiers were ordered to shoot into the crowds; after several volleys the crowds were dispersed leaving a number of dead and wounded on the streets.

The crowds soon collected again and were now in a state of fury, but as no further shooting took place they soon regained their good humor although it was obvious that a certain element in the crowd were there with the intent to cause the crowd to act violently. In every district large crowds formed, singing and cheering and generally good humored. Throughout the day no traffic whatsoever on the streets. During the evening several small red flags were noticed carried by the crowd. The various processions and crowds gradually thinned off, toward midnight, although an enormous number of people remained on the streets all night. General feeling among all classes that situation was becoming very grave, the better class hoping that if Sunday would pass without bloodshed things would speedily return to their normal state.

Reports came in from various districts that the crowds had been fired upon and also that a number of police had been killed. Throughout the day the Cossacks had not acted violently toward the people.

Feb. 26th. Crowds began to gather early and soon very large processions were formed in all districts, but mainly in the Nevsky Prospect from the Nikolia Station to the Winter Palace. About noon the police again fired several volleys into the crowds on the Nevsky and the main thoroughfares crossing it. Cossacks again frequently rounded up the crowds and charged through and through them but still refrained from using violence. In the evening the police again fired into the crowds, killing a large number. The good humor of the

earlier part of the day was now changing into a very dangerous mood. Several detachments of soldiers when ordered to do so refused to fire on the people.

Crowds now openly carrying red flags and singing revolutionary songs gathered in front of the Kazan Cathedral where several leading spirits made violent speeches, calling upon the people to make further and stronger demands for bread and if refused to take it by force. It was particularly noticeable that the police refrained from arresting or even attempting to arrest these ringleaders who were probably policemen in disguise. Again toward midnight the crowds largely dispersed. During the night the police and military more or less cleared the streets and posted cordons of soldiers on all bridges and streets leading into the city. Throughout the night the general atmosphere was very strained and unpleasant.

Note.—It now becomes apparent that the government hoped to arouse the people to violence so that it might call troops into Petrograd to quell the uprising and, use the disturbance as an excuse to make peace with Germany on the basis that before a foreign war could be waged successfully it would be necessary to settle internal troubles.

Feb. 27th. Very early huge crowds gathered in all districts and marched to the bridges where they were stopped by the cordons of police and soldiers. No persons without special authority were permitted to cross into the city although free passage was allowed out. Nevertheless in the city itself large crowds of residents and also those remaining from the previous night formed into processions in the main thoroughfares. These crowds gradually made their way by various routes to the small-arms factory and arsenal, situated near the Letainia Bridge, on one of the main streets leading from the Nevsky Prospect. Directly opposite this factory is situated the Courts of Justice and the House of Detention for persons awaiting trial. All three buildings were guarded by police and soldiers. The crowd surrounded them in a dense mass and became very threatening. The police then opened fire into the crowd killing and wounding quite a large number. This so infuriated the people that they immediately rushed the police and broke through them.

The soldiers were ordered to fire on the people but refused to do so and instead joined with the crowd in breaking into the arsenal, where they completely looted the enormous stores of small arms of every description, including machine guns, rifles, revolvers and swords together with almost unlimited ammunition. The soldiers, who were already armed, increased their supply of ammunition and also formed themselves into machine gun detachments, while the crowd armed themselves with whatever weapons first came to hand. During the wrecking of the arsenal the police had continued to fire on the people who, when they had become possessed of arms, as had the soldiers, at once turned on the police and shot them down without mercy. The crowd and soldiers had by this time developed into a disorderly rabble.

The soldiers upon going over to the side of the people shot down their own officers, hundreds of whom lay dead in the street. The mob, now worked to a frenzy turned their attention to the prison and the adjoining Courts of Justice. The former they burst open, killing the guards and releasing the inmates, who were mostly criminals. (This action has since been much regretted as it only added a large number of the worst possible characters to the already infuriated mob.) The Courts of Justice, a magnificent structure built in the reign of Catherine II, was the next building that received attention; the doors and windows were smashed in and the mob at once overran the place, collected all papers, documents and records and burnt them. They then set fire to the building and at the same time fired the prison. In a very short time both buildings were in a mass of flames, the fire continuing to burn until both buildings were completely gutted. When the news spread that the soldiers at the arsenal had joined the people, every other soldier in the city, including the Cossacks, went over to the people against the police. The greater portion of the mob around the burning buildings, after having accounted for all the police there, went together with the soldiers in detached mobs to various parts of the city looking for policemen, who, when found, were shot down without mercy.

The heavy firing and the glare in the sky could be heard and seen from all parts of the city and in consequence the streets soon became cleared except for the soldiers and general armed rabble. Apart from the seriousness of the situation it was humorous to see the rabble consisting of hooligans, freed criminals, workmen and students wandering aimlessly about in company with the soldiers and sailors all armed but in various ways, for instance: a hooligan with an officer's sword belted over his overcoat, a rifle in one hand and a revolver in the other; a small boy with a large butcher's knife, a soldier with an officer's sword in one hand, without the scabbard, and a bayonet in the other hand; another with two revolvers; another with a revolver in one hand and a tram-rail cleaner in the other; a student with two rifles and a band of machine-gun bullets around his waist. All were singing, shouting and repeatedly firing off their weapons into the air.

Every officer met was asked for his sword and revolver; if he gave them up immediately he was allowed to go free, if he refused he was shot down and his weapons taken. Each detached armed mob quickly grew into a larger mob which broke into the gun stores which were looted. Thus, in a very short time the whole of the city and surrounding districts were completely in the hands of the armed rabble.

To make matters worse a number of the chemist shops had also been looted for spirits of any description and soon mixed with the already infuriated mob were large numbers of intoxicated roughs and soldiers. Any policemen seen were shot on sight and their rifles and revolvers taken. The remaining police, who had prepared for a general slaughter of the people, but had never anticipated that the soldiers would side against them, took refuge on the roofs of the buildings and churches, where, months beforehand, they had arranged machine guns and large stores of ammunition.

These guns they now turned upon the crowds killing hundreds. Their fire was immediately returned from the streets. Owing to practically all of the large buildings having flat roofs, the police were able to change their positions and as the situation became too hot for those in the streets, gangs were organized to hunt the police from the roofs. When once found the police were shot down absolutely without mercy.

At this time the crowd commenced to commandeer all motor cars, no matter to whom they belonged. Upon the lorries they mounted machine guns in such a way as to command the front edge of the house roofs from the roadway. The private cars were at once filled with armed soldiers and rushed from street to street on the lookout for policemen. The crowd all over the city broke into and burnt every police station, without exception. In the case of the head office of the secret police, situated in a large block of buildings, they brought out all of the furniture, every scrap of paper, all documents and books and made a large bonfire in the street and thus in a few moments destroyed the many thousands of documents containing details and particulars of every criminal and political and religious prisoner in Russia.

Note.—This deed is certain to aid the revolutionists tremendously in case the reactionaries ever again come into power as it destroyed all evidence against the revolutionists to date.

The people now heard that several regiments of loyal soldiers, who had been sent for earlier in the day, were about to arrive from Finland to restore order and clear the city, so they immediately commandeered three six-inch howitzers placed them behind a hastily constructed barricade, loaded the guns and trained them on the bridge by which the newly arriving soldiers would have to enter the city; they also commanded the bridge from both sides by machine guns and then awaited the arrival of the new troops.

In due course the troops arrived and upon being informed of the situation immediately arrested all of their own officers and handed them over to the crowd; particularly unpopular officers they shot. The new soldiers then swelled the ranks of the rabble. Red flags and pieces of red rag were everywhere evident. The crowd then marched to all of the prisons which they broke open and released the inmates whom they armed.

As may be imagined ruffianism ran rife throughout the city and more shops were pillaged. Such outrages were remarkably few considering the general situation. While large numbers of the soldiers and people were still attending to the firing of the police stations, the remainder were hunting down the police in every quarter of the city and also on the outskirts where some brisk fighting took place. Later in the day an armed mob broke into the large military garage and commandeered the armored cars which were loaded up with a good stock of ammunition and used in the now general street fighting. In fact these units were largely responsible for the speedy way in which the police with their machine guns were rounded up. On the whole the mob behaved in a remarkably good manner considering the absolute absence of authority and organization.

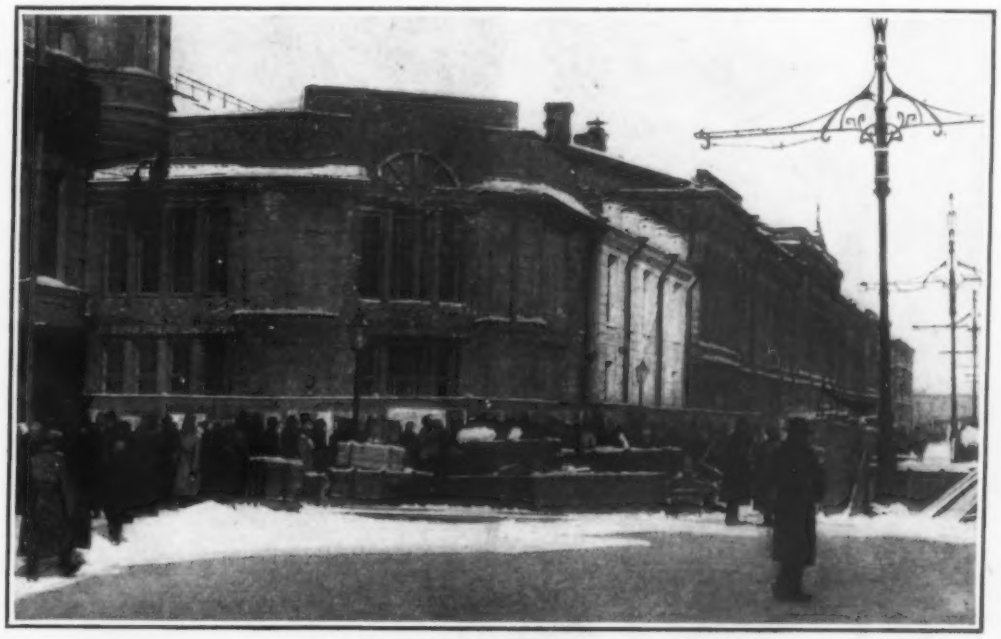
The above is merely a description of the events which occurred in the streets, for during these happenings a strong organization was being formed by the workmens' leaders and the active members of the revolutionary section. The Duma was sitting at the time that the arsenal was looted and the Courts of Justice fired. Immediately the soldiers joined the people a large body of armed workmen and soldiers, led by the delegates of both the workmen and the revolutionary section, marched to the Duma building, where the police on guard, after a short but brisk fight, gave up the building. Some of the ministers who were in the building were immediately arrested and placed in confinement.

The workmens' delegates and the members of the revolutionary section at once formed a head committee and arranged a conference in the Duma building. While this committee was sitting Mr. Rodjanko, President of the Duma, was also presiding over a sitting of a special committee of the Duma, which committee decided to disregard the orders of the Czar to dissolve the Duma. The revolutionary committee at once arranged patrols to effect the arrest of various important persons. Such arrests were effected with extraordinary rapidity and the prisoners, the generals and other high dignitaries were brought to and confined in the Duma building under a strong guard. Within a very short time the Duma committee was discussing the general situation with the revolutionary committee, when it was decided to proclaim a provisional government.

From time to time throughout the day some news of the proceedings at headquarters was given to the public by word of mouth from motor cars. Late at night, however, the first newspaper was printed and issued to the public, its distribution being made from fast cars flying large red flags.

Thus ended one of the most historical and probably the most memorable day for the Russian people. To quote a remark heard "The slowest people on the earth had done the quickest thing ever done."

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BARRICADES THAT SEALED THE FATE OF CZARISM

The Litainia Bridge, barricaded by the Petrograd mob, assisted by soldiers. In the background is an arsenal, from which arms and ammunition were looted. Several features of the revolution were reminiscent of the bloodier one that made France a republic, notably the destruction of the police stations, which represented to the oppressed Russians what the Bastile did to the French. Police agents were hunted down everywhere, shot, thrown from towers and torn to pieces. Every police station in the city was burned, and with them went all the police records. Another similarity was the foundation of the Russian revolt in hunger. The government, in pursuance of its treacherous designs, had hoarded food until the people were starving. As soon as the revolution had succeeded vast stores of food were uncovered and prices dropped to a fraction of the former figures.



INTERNATIONAL FILM SERVICE

THE SPIRIT OF 1917 AT THE GOLDEN GATE

California's naval militiamen bade farewell to San Francisco on April 15 and went into active service off the Pacific coast. They are a happy lot of Jackies a thousand strong and trained by practice cruises in the ways of the sea. New York, California and Massachusetts lead the states in number of naval militiamen. The naval militia of the various states is now enlisted under standard physical examinations so that the men may be called forth without further professional examination. The training of the men is also uniform as far as is possible. During the winter months it consists largely of armory practice and drills, while week-end cruises follow in spring, summer and fall and one cruise of fifteen days' duration is made on vessels loaned by the regular navy. Under this training the naval militia masters the elementary principles of life on board ship.



PRESS ILLUSTRATING SERVICE

[AS IN THE DAYS OF LAFAYETTE AND ROCHAMBEAU

Six French officers are now in America detailed by their government to instruct the Harvard Reserve Officers' Training Corps at the invitation of President Lowell of Harvard. In welcoming our allies, President Lowell said that the officers had come to "teach us how we can play our part in the struggle for humanity; sent by our sister nation which has borne the terror, heat and suffering of the conflict to the sister that is now going to do it." The officers are: From left to right, standing, Capt. Adolphe Dupont, Lieut. Giraudoux, Capt. de Jarny, Lieut. Morize; Sitting, Commandant Major de Riviers de Mouny, Commandant Major Paul Azan who wears an ingenious brace on his hand, wounded in battle.

THE GLORY OF SOUTH AMERICA

BY W. E. AUGHINBAUGH



THE CITY AMONG THE HILLS

A bird's eye view in Rio de Janeiro showing this wonderful straggling city, snuggled up against the base of the majestic mountains which help to make its scenery so beautiful. The peaks of Cordova, Sugar Loaf and Tijuca, as well as the Bay of Botafoga and the Atlantic Ocean, are plainly visible. In the lower left-hand corner of the picture appear buildings which were used for the world's fair in Rio de Janeiro some time ago. Few cities in any part of the world can equal in beauty, the environs of Rio de Janeiro.

OF course we should all see the United States first. This is an accepted fact.

And after we have seen the United States it follows that we should acquaint ourselves with the wonders of the Latin-American countries because of their geographical location, their social and political importance, and their great trade possibilities. Unlike Europe, or Asia or Africa, the Latin-American lands never grow tiresome, due to the fact that there is such a great diversity of scenery, such a vast variety of extraordinary resources and such alluring fields for those in quest of rest, health, pleasure or business. Our sister republics—the lands of manana—welcomingly beckon to us, and let me assure those contemplating a visit to these wondrous climes that they will return home with never a discordant note to mar the symphony of the splendid hospitality and truly delightful courtesy which they will experience. Let us banish the erroneous notion that these countries are hotbeds for dangerous tropical diseases and the abode of the gods of fire and heat. Today there is less possibility of contracting a serious illness in Latin-America than in the United States, and I speak with the authority of a physician and the experience of a traveler, when I state that in no Central or South American country is there to be found the extreme heat of our summers, not even in the vicinity of the Equator. As night comes on in the tropics the mild and balmy trade winds rise to blow their flower-laden breath on land and sea, thus insuring cool nights for those who sleep beneath the Southern Cross.

To every one according to his tastes there is something strongly appealing. For the explorer the great wastes and tremendous wilds await, still primeval, untrod by the feet of white men, and filled with a flora and fauna but little known.

For the geographer there are rivers and plains, verdant valleys and mountain ranges, piercing the clouds and eternally snow-capped. The mighty Amazon, 3400 miles long, rising in the Peruvian Andes, over 16,000 feet above sea level, and its hundreds of tributaries, some over two thousand miles in length, offer splendid opportunity for exploring. The river has a width at its mouth of 150 miles and is navigable for ocean vessels for more than two-thirds of its distance. The La Plata, the second river of the world, is 180 miles wide at the point where it empties its muddy waters into the Atlantic Ocean!

Our great Niagara is second in size to the Falls of Iguazu, a thousand miles inland at the juncture of the boundary lines of Brazil, Paraguay and Argentine. This gigantic cascade is longer than Niagara by over 1300 feet and higher by fifty odd feet. Located in the heart of a dense forest, the roar of its protesting waters as they surge and hurtle themselves to the sea can be heard for nearly forty miles.

Mount Aconcagua, 24,760 feet in altitude is second only in height to Mt. Everest, while near the frontier of Bolivia there are more than 30 extinct volcanic peaks ranging from 17,000 to 21,340 feet. Contrast these with diminutive Vesuvius of only 3800 feet! Words fail to describe mysterious, cloud-draped, mountain-girted Lake Titicaca, the highest body of navigable water in the world, 12,500 feet above sea level, 160 miles long and 30 wide, whose turquoise waters are graciously donated by the melting Andean snows.

To the ethnologist, the primitive people to be met with at every turn and the resulting races which have sprung from their blending with the blood of the African slaves and various European invaders and conquerors afford an interesting study. Thousands of years ago the inhabitants of Peru had reached a wonderful stage of civilization; were expert engineers; knew how to work in metals and how to manufacture glass; mummified their dead; developed surgery to a remarkable point; had a pharmacopea of their own from which we of to-day have borrowed such drugs as bismuth, sassafras, aconite, belladona, nux-vomica, cocaine and quinine. Their forms of government were ideal. Such cities as Cuzco, still intact and the ruins of Macchu Pichu attest their prowess as architects, the stone walls now standing being so perfectly united without the use of plaster that a knife edge cannot be inserted beween the massive granite blocks composing them. The folklore, the customs, the dress, the superstitions of the native Indians are entrancing. No more courteous or finished gentleman exists the world over than the educated Latin-American

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ONE OF THE WORLD'S BEAUTIFUL BUILDINGS

The recently finished Capitol at Buenos Aires in the background, with the Congressional Monument in the foreground. This fountain was erected in several localities and demolished before the right site was definitely decided upon. It is situated at the head of the Avenida de Mayo, one of the wonderful thoroughfares of this still more wonderful city.



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A bird's eye view in Rio de Janeiro showing this wonderful straggling city, snuggled up against the base of the majestic mountains which help to make its scenery so beautiful. The peaks of Cordova, Sugar Loaf and Tijuca, as well as the Bay of Botafoga and the Atlantic Ocean, are plainly visible. In the lower left-hand corner of the picture appear buildings which were used for the world's fair in Rio de Janeiro some time ago. Few cities in any part of the world can equal in beauty, the environs of Rio de Janeiro.

OF course we should all see the United States first. This is an accepted fact.

And after we have seen the United States it follows that we should acquaint ourselves with the wonders of the Latin-American countries because of their geographical location, their social and political importance, and their great trade possibilities. Unlike Europe, or Asia or Africa, the Latin-American lands never grow tiresome, due to the fact that there is such a great diversity of scenery, such a vast variety of extraordinary resources and such alluring fields for those in quest of rest, health, pleasure or business. Our sister republics—the lands of manana—welcomingly beckon to us, and let me assure those contemplating a visit to these wondrous climes that they will return home with never a discordant note to mar the symphony of the splendid hospitality and truly delightful courtesy which they will experience. Let us banish the erroneous notion that these countries are hotbeds for dangerous tropical diseases and the abode of the gods of fire and heat. To-day there is less possibility of contracting a serious illness in Latin-America than in the United States, and I speak with the authority of a physician and the experience of a traveler when I state that in no Central or South American country is there to be found the extreme heat of our summers, not even in the vicinity of the Equator. As night comes on in the tropics the mild and balmy trade winds rise to blow their flower-laden breath on land and sea, thus insuring cool nights for those who sleep beneath the Southern Cross.

To every one according to his tastes there is something strongly appealing. For the explorer the great wastes and tremendous wilds await, still primeval, untrod by the feet of white men, and filled with a flora and fauna but little known.

For the geographer there are rivers and plains, verdant valleys and mountain ranges, piercing the clouds and eternally snow-capped. The mighty Amazon, 3400 miles long, rising in the Peruvian Andes, over 16,000 feet above sea level, and its hundreds of tributaries, some over two thousand miles in length, offer splendid opportunity for exploring. The river has a width at its mouth of 150 miles and is navigable for ocean vessels for more than two-thirds of its distance. The La Plata, the second river of the world, is 180 miles wide at the point where it empties its muddy waters into the Atlantic Ocean!

Our great Niagara is second in size to the Falls of Iguazu, a thousand miles inland at the juncture of the boundary lines of Brazil, Paraguay and Argentine. This gigantic cascade is longer than Niagara by over 1300 feet and higher by fifty odd feet. Located in the heart of a dense forest, the roar of its protesting waters as they surge and hurtle themselves to the sea can be heard for nearly forty miles.

Mount Aconcagua, 24,760 feet in altitude is second only in height to Mt. Everest, while near the frontier of Bolivia there are more than 30 extinct volcanic peaks ranging from 17,000 to 21,340 feet. Contrast these with diminutive Vesuvius of only 3800 feet! Words fail to describe mysterious, cloud-draped, mountain-girted Lake Titicaca, the highest body of navigable water in the world, 12,500 feet above sea level, 160 miles long and 30 wide, whose turquoise waters are graciously donated by the melting Andean snows.

To the ethnologist, the primitive people to be met with at every turn and the resulting races which have sprung from their blending with the blood of the African slaves and various European invaders and conquerors afford an interesting study. Thousands of years ago the inhabitants of Peru had reached a wonderful stage of civilization; were expert engineers; knew how to work in metals and how to manufacture glass; mummified their dead; developed surgery to a remarkable point; had a pharmacopea of their own from which we of to-day have borrowed such drugs as bismuth, sassafras, aconite, belladona, nux-vomica, cocaine and quinine. Their forms of government were ideal. Such cities as Cuzco, still intact and the ruins of Macchu Pichu attest their prowess as architects, the stone walls now standing being so perfectly united without the use of plaster that a knife edge cannot be inserted beween the massive granite blocks composing them. The folklore, the customs, the dress, the superstitions of the native Indians are entrancing. No more courteous or finished gentleman exists the world over than the educated Latin-American.

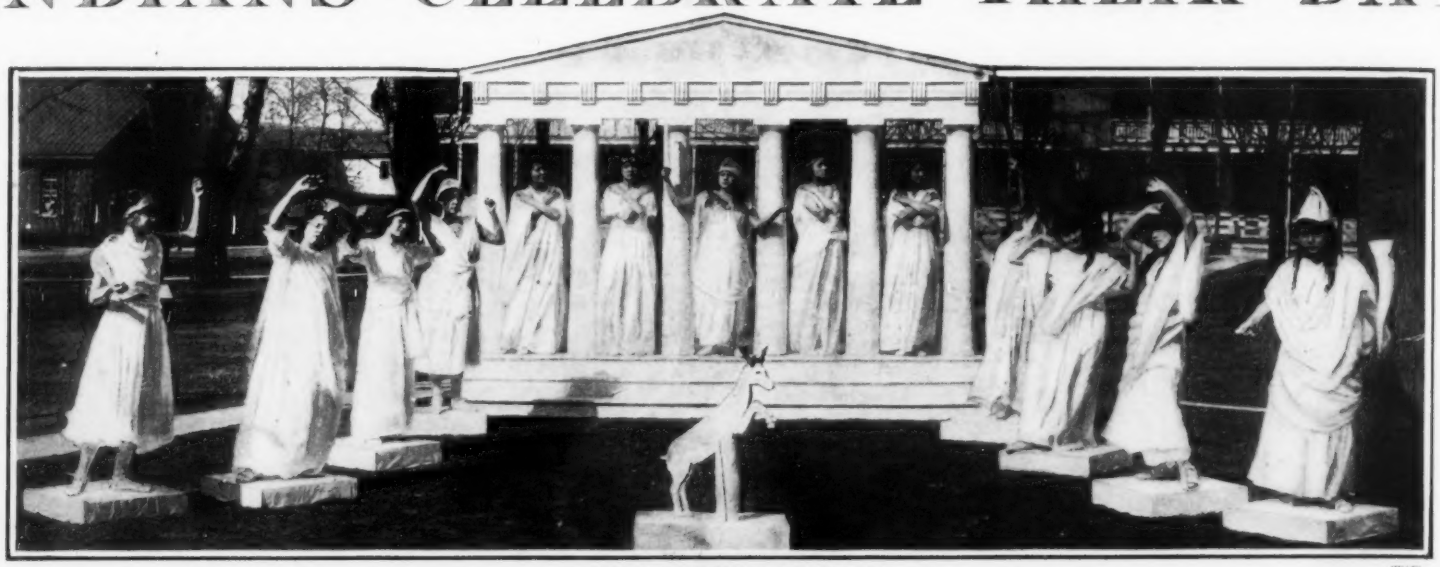
(Continued on page 564)



ONE OF THE WORLD'S BEAUTIFUL BUILDINGS

The recently finished Capitol at Buenos Aires in the background, with the Congressional Monument in the foreground. This fountain was erected in several localities and demolished before the right site was definitely decided upon. It is situated at the head of the Avenida de Mayo, one of the wonderful thoroughfares of this still more wonderful city.

INDIANS CELEBRATE THEIR DAY



MILLER

INDIANS AS GREEK GODDESSES

The students of Carlisle Indian Industrial School are making a study of the development of the arts and in this connection recently gave a series of pageants in which historical and mythological subjects were represented. The picture above shows a group of Indian maidens in a tableau representing the Hall of Fame on Mt. Olympus. The Indian character lends itself remarkably well to work of this kind. The Indians of the country now celebrate the second Saturday in May as "Indian Day" and have dedicated it to the memory of the heroes of the Red men and to a wise consideration of the future of the race.



MILLER

ONE OF UNCLE SAM'S INDIAN SAILORS

Joseph Lewey is an 18-year-old member of the Passamaquoddy tribe of Indians which have always held land along the eastern border of Maine. He is now a sailor on the United States battleship *Nebraska*. Lewey is by no means the only Indian sailor in the navy. In fact, Indians are enlisted in every branch of the service and their particular value as scouts along the Mexican border is well recognized. The Department of the Interior has announced that the time has come to discontinue guardianship over all competent Indians and to allow them the same initiative and chance for development that is extended to other citizens. Closer attention, however, will be given to incompetent and backward Indians so that they may more speedily achieve the same status that has been reached by the more ambitious and industrious members of the race.



A HEAP BIG FARMER BAIN

The Indian of the far West has developed rapidly of recent years as an agriculturist and in recognition of this fact the Department of the Interior is introducing a more liberal policy in dealing with him. In the picture above, Horse's Ghost, from the Fort Peck reservation, Poplar, Montana, is standing among his exhibits at the local fair.



INTERNATIONAL FILM SERVICE

AN INDIAN MAID IN WAR SERVICE

While many Indian girls have made reputations for themselves in various walks of life, it is believed that Miss Frances B. Panall is the first one to become a Red Cross nurse for the United States. She has volunteered with the Red Cross at East Lynn, Massachusetts. Miss Panall is a grand-niece of John Logan, chief of the Micmacs, Canadian Indians, who died recently at the age of one hundred. Indians are now members of virtually all professions and vocations. They are in law, literature, medicine, art, journalism, ministry, banking, commerce, teaching, politics and manufacturing.



INDIANS RECLAIM THE LAND OF THEIR FOREFATHERS BAIN

This 50-acre field of millet was grown without irrigation aid on bench land, four miles east of Poplar, Montana. The three farmers shown in the field are all full-blooded Indians. Oklahoma has the greatest Indian population among the states, numbering over 115,000. Nearly all Oklahoma Indians are in agricultural work.

GETTING READY FOR BUSINESS



THE ARTILLERYMAN'S BITTER PILL AMERICAN PRESS ASSOCIATION

Mud is a handicap to all soldiers and means delay and discomfort for the cavalry and infantry; but to the artillery, even to the modern motor battery with its high-power engine, it is a calamity. Since the day of the first field-piece the artilleryman has put his shoulder to the wheel and sweated to get his gun into action when the weather has upset a general's calculations; and 1917 sees no change, for here are the men of the First Motor Field Battery of New York trying to bring their guns in on time during a test march.



INTERNATIONAL FILM SERVICE

READY TO FIGHT AGAIN

One of the interesting features of the war is the enthusiasm of the veterans of '61–65, both of the North and of the South. It is said that the President receives many letters daily from old soldiers who offer their services and beg to be made of some "active" use to the country. The men above are members of the G. A. R. living in California.



AMERICAN PRESS ASSOCIATION

THE INFANTRY'S NEW CAVALRY

Motor cycles have been used along the Mexican border for several years with exceedingly satisfactory results, yet the army and the National Guard organizations are exceedingly weak in this branch of the service. In Europe the motor cycle has been found indispensable for messenger purposes. The picture at the left shows a motor cycle battery holding a position behind a stone wall. A machine gun mounted on a motor cycle is seen in the foreground.

A RETURN TO THE DARK AGES



UNDERWOOD & UNDERWOOD

USED BEFORE THE DAWN OF HISTORY

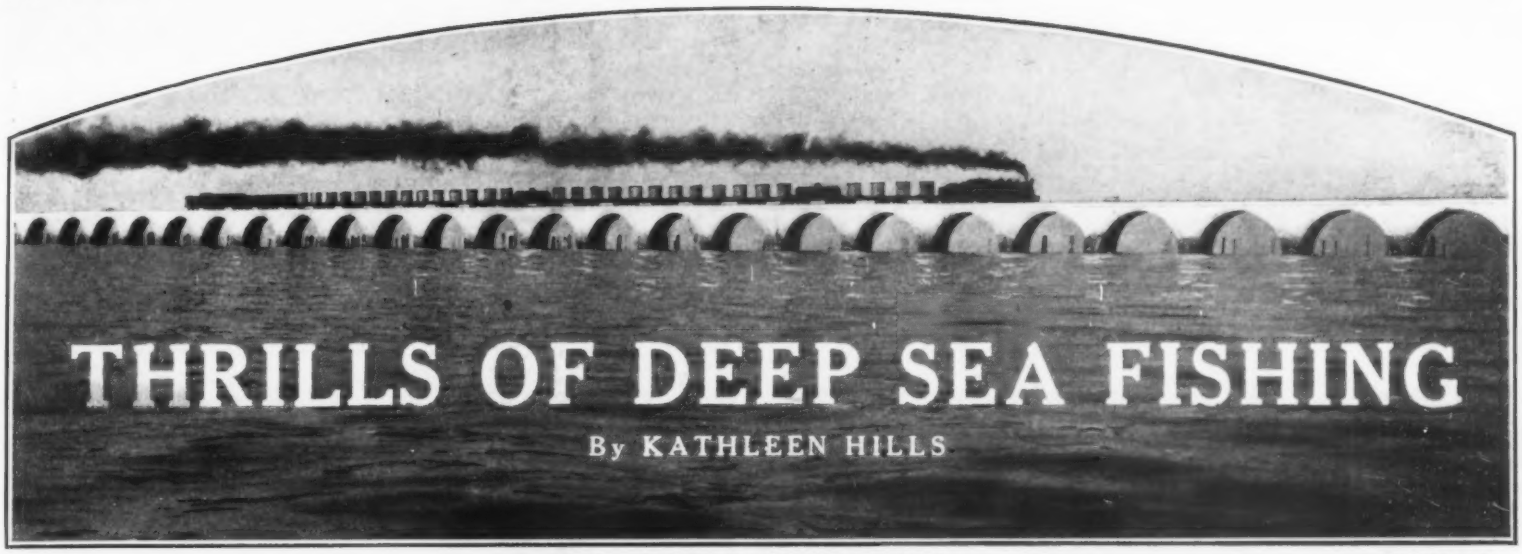
The battering ram was the first engine of destruction used against buildings and fortifications and up to the invention of gunpowder proved the most formidable weapon for siege operations. Here is the German adaptation of the battering ram. It was not used to reduce fortifications but to crush down peasants' cottages in the villages of northern France without expending powder or bombs. By increasing the size and diameter of the beam and the length of the arc of its swing a company of men would be able in time to reduce virtually any wall without expending an ounce of any explosive.



UNDERWOOD & UNDERWOOD

GERMANS DRIVING FRENCH MEN AND WOMEN TOWARD GERMANY

This is the first picture published in America showing the deportation of civilians from a French town. It was taken in February by a German officer at Guiscard, department of the Oise. When the officer left his lodging upon the retreat he forgot the picture, which was found by a French woman, who turned it over to a French officer. At the head of the column one sees the village priest, the Abbe Batisse. Many women are seen in the procession pushing their scant luggage on wheelbarrows. The Germans drove 314 persons from the village of Guiscard, including skilled workmen of all ages and all inhabitants between 15 and 60 years of age. The German retreat was marked by excesses never to be forgotten by the inhabitants.



THRILLS OF DEEP SEA FISHING

By KATHLEEN HILLS

THE GREATEST OF ALL "WATER WAGONS"

PHOTOS BY F. N. C. PARKE

Florida is mostly a "dry" state, so it is not surprising that fresh water has to be brought to the islands that form the Florida Keys. All fresh water used at Long Key Fishing Camp is brought in tank trains from sparkling springs to the North, 90 miles on the Overseas Railroad that connects island with island.

A CRISP southwest wind was blowing over the Florida Keys as the sturdy little *Tarpon* put out from Long Key Fishing Camp for Alligator Reef. Three sunburned but enthusiastic anglers—two of them women—plied the guide with questions of fishing lore: what time of day the fish bite best; why they bite on a tin bait; how to tell a bite from the pull of the waves on the line as the *Tarpon* chugged its way out ten or twenty miles into the Gulf.

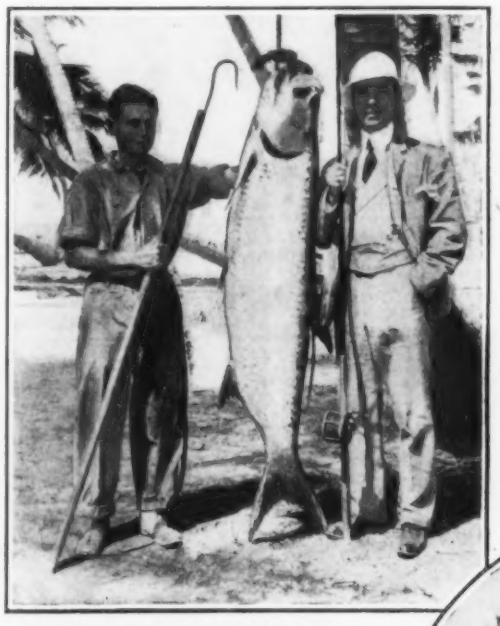
Trolling to the amateur angler is a great puzzle. He wonders how the fish can catch up with the high-speed power boat and nibble the bait hard enough to fasten himself securely on the hook. Many a time the boatman shuts off power at some one's excited cry of "Strike," only to find it a false alarm—except where the bait is concerned. You're quite positive you had a strike; you reel in to prove it to your fellow fishermen, only to find your bait quite as good as when first cast; at another time you find it chewed and mangled and conclude from the teeth marks that the bite was that of a baracouta. At another time your finny friend has nibbled away bait, hook and line and you wonder not a little what your strike was unless experience has taught you to differentiate between the dainty nibble of the sail fish, the lunge of the grouper or stiff pull of a baracouta, a kingfish or a tarpon.

Soon you turn your rod over to the care of a companion while you go to the [illegible] apply cold cream and a liberal supply of talcum [illegible] you are wise to the ways of the tropical sun. [illegible] kinds of pains in the morning or you suffer [illegible] pain at night.



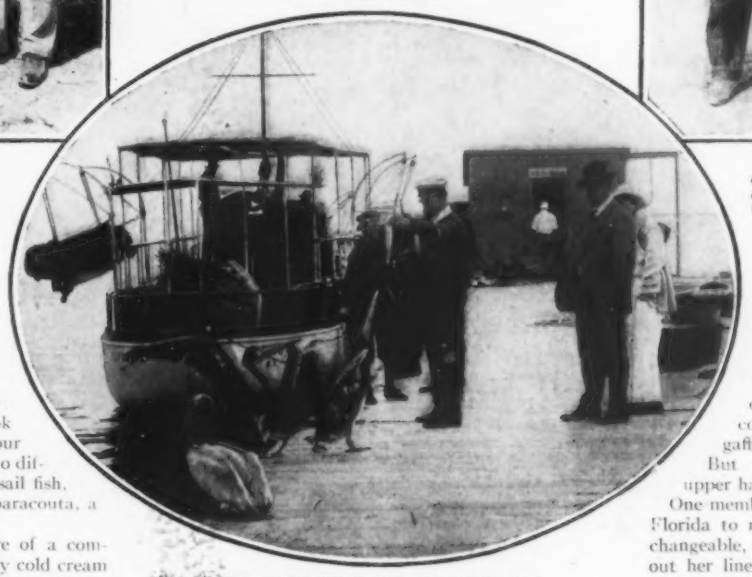
THE PRIZE CATCH OF SOUTHERN WATERS

Sterling Beardsley, of New York, and his 53 pound 7 ft. 1¼ in. sailfish caught in Palm Beach waters, with light tackle.



CAPTIVE AS LARGE AS ITS CAPTOR

Giant tarpon caught by Zane Grey, the novelist, off Long Key Fishing Camp, in the big game fish region of the Gulf.



THE TAME PELICANS AT LONG KEY

The antics of the solemn-faced pelicans as they beg for food are always a source of amusement and interest to the visitors at Long Key.



A SUCCESSFUL FISHERWOMAN

Giant sailfish, a foot or two larger than its dainty captor. Mr. Fred N. C. Parke, taxidermist, is always proud to mount such splendid specimens.

So 'ware the sun! The rays of Old Sol are not so penetrating after the meridian is reached and delightfully tempered breezes fan the Gulf. Then you fish in perfect ease.

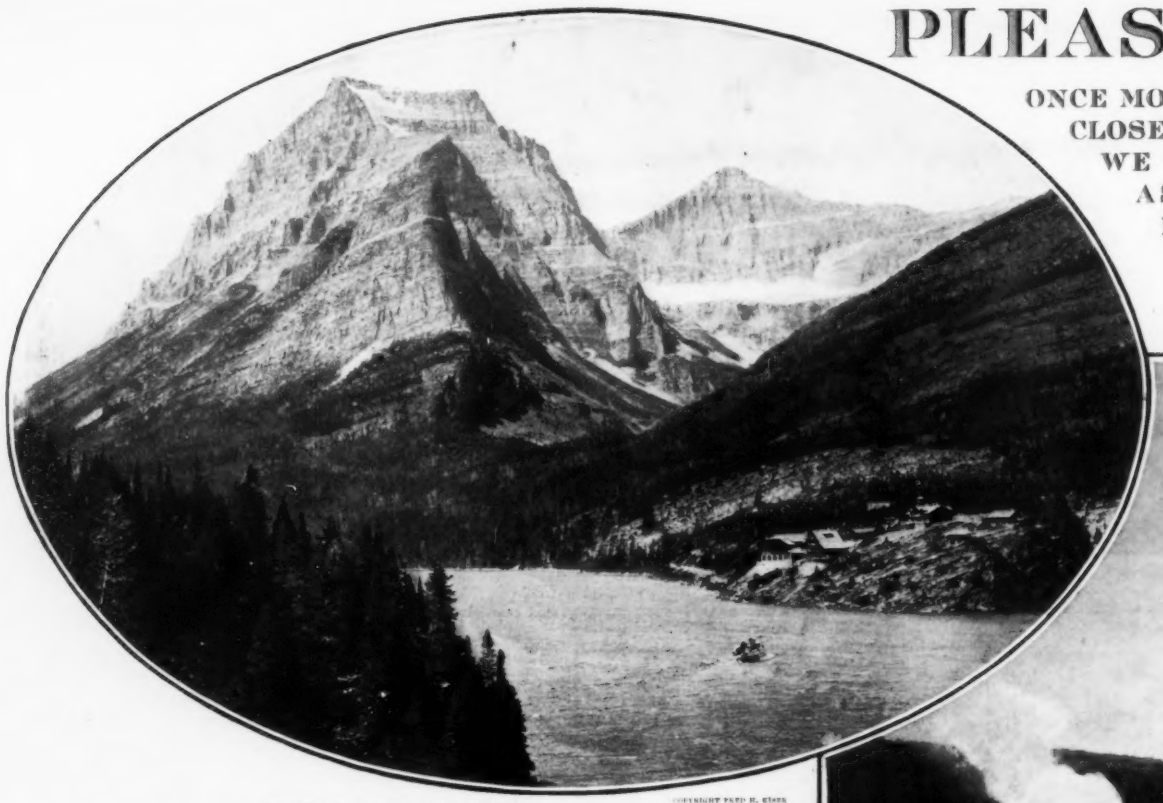
What a fascination there is in deep sea fishing! I had caught pickerel in Maine, bass in the St. Lawrence, "grunts" galore in Chesapeake Bay, mountain lake trout in the Canadian Rockies, salmon in the swirling waters of the Columbia. My largest catch, of which I felt somewhat proud, was an Oswego bass, 14 pounds in weight, that put up a fair fight for his right to live. Then I tasted the real thrills of deep-sea fishing off the Florida East Coast, since which time pickerel, trout or bass fishing has had little attraction. Perhaps this type of angling requires more science in the art of fishing than I have acquired. At any rate it is much more to my liking to conquer a 25-pound baracouta that wildly thrashes the water and churns it into foam, its long, lithe body winding into graceful curves; or to give an hour's play to a monster amberjack and finally reel him in after captive and captor are tired out. Only once does the eternal feminine come uppermost—when the guide drives the gaff home and lifts the catch into the boat. But soon the sportsman's instincts gain the upper hand.

One member of our Florida party was a novice visiting Florida to recuperate from lumbago, a heritage of the changeable, treacherous northern winter. As she cast out her line she asked how she would know when she had a catch. We told her there would be little doubt in her mind when the thrilling tug came at the line, and

(Continued on page 570)

PLEASURES OF

ONCE MORE, NOT ONLY BECAUSE CLOSED TO TRAFFIC, BUT BE WE ARE TO "SEE AMERICA AS THESE TO REWARD MAKING SO GREAT A



COPYRIGHT FRED H. EISER

GLACIER PARK THE WONDERFUL

Since its opening in 1910 Glacier Park has been the mecca for more tourists than have ever visited another national Park, except Yellowstone, in twice as many years. With 250 lakes, about 80 glaciers and mountain peaks without number, there is variety and beauty of scenery to gratify every artist and lover of nature.



COPYRIGHT HAYNES

OLD FAITHFUL SATISFIES THE TOURIST

The King of Geysers makes its regular salutation to the tourist about every sixty-five minutes. While it is the preeminent feature of Yellowstone, Pulpit Terraces, Morning Glory Pool, Mammoth Hot Springs, queer rock formations, the fishing cone, boiling springs and the vast number of wild animals, furnish constant and ever-changing interest for the visitor to Yellowstone.



COURTESY CANADIAN PACIFIC RAILWAY

IN EVANGELINE LAND

Near view of Cape Blomidon, Nova Scotia, storied in song and poem. All Nova Scotia history is interwoven with the story of Evangeline, and from whatever side the traveler views lovely Nova Scotia, he is satisfied that here is found the quintessence of charm. From Blomidon one looks down almost a sheer six hundred feet to the unsleeping waters of the Bay of Fundy, where wind and tide are ever at odds.



COURTESY THE SPERLING BUREAU

ALONG THE PLACID FATHER OF WATERS

For seven hundred and twenty-nine miles the Mississippi runs through the magnificent rugged bluff country of Minnesota, Wisconsin, Iowa, Illinois and Missouri, then it winds its way through the low lands of the states to the South, offering for the gratification of the traveler a great variety of scenery. For miles the railroad skirts the shore and the train traveler enjoys the river scenery as much as he who journeys by boat.

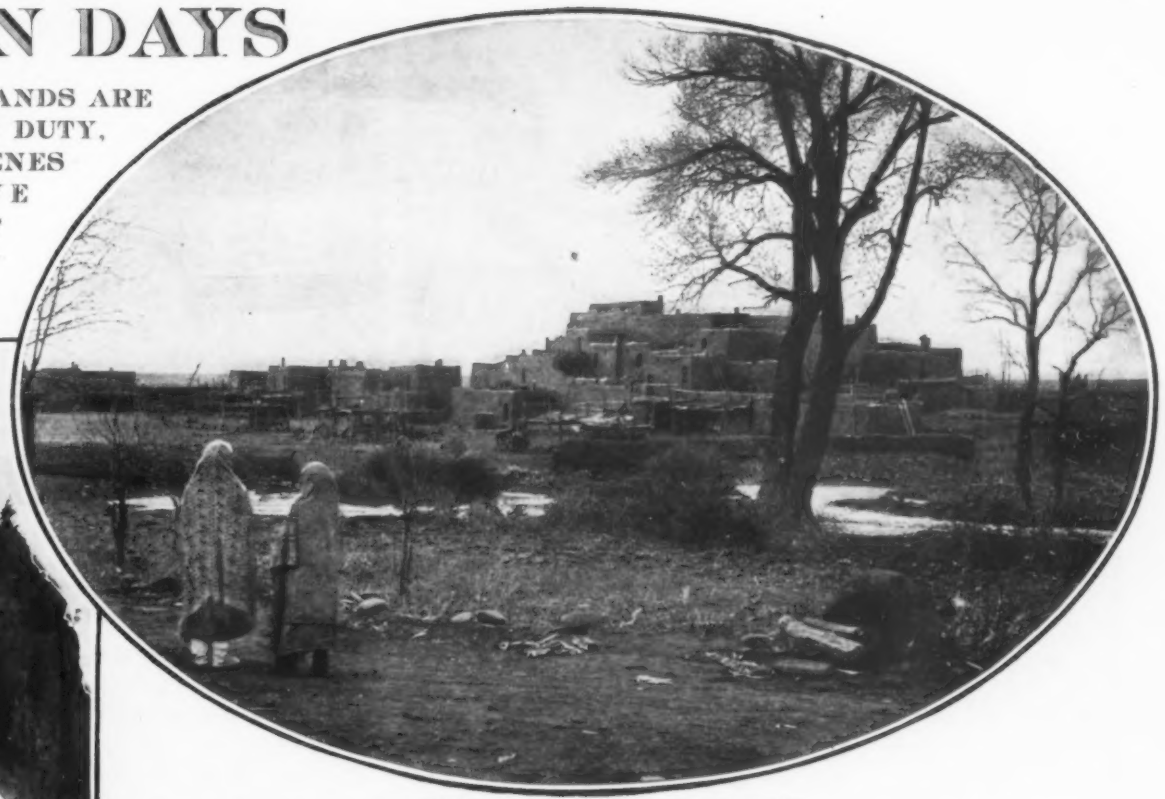
VACATION DAYS

PATHWAYS TO OTHER LANDS ARE CAUSE OF A PATRIOTIC DUTY, FIRST." WITH SUCH SCENES THE SPIRIT, ARE WE SACRIFICE AFTER ALL?



A THRILLING CLIMB UP MT. RAINIER

Intrepid tourists enjoy winter sports in mid-summer while crossing Nisqually Glacier, on the road to the summit of the "Monarch of the Coast," easily reached from Tacoma. The Puget Sound country is a peerless vacation land and the ever-changing scenery is annually drawing greater numbers to the Pacific Northwest.



THE HOME OF PREHISTORIC AMERICANS

Anthropologists are not the only ones who find interest in the pueblos of the southwestern Indians, the principal tribes of which, the Taos and Hopi, are still living in community houses built by their forebears centuries ago. Probably nothing of greater interest to the traveler can be found in a summer's journey than the pueblos of Arizona and New Mexico.



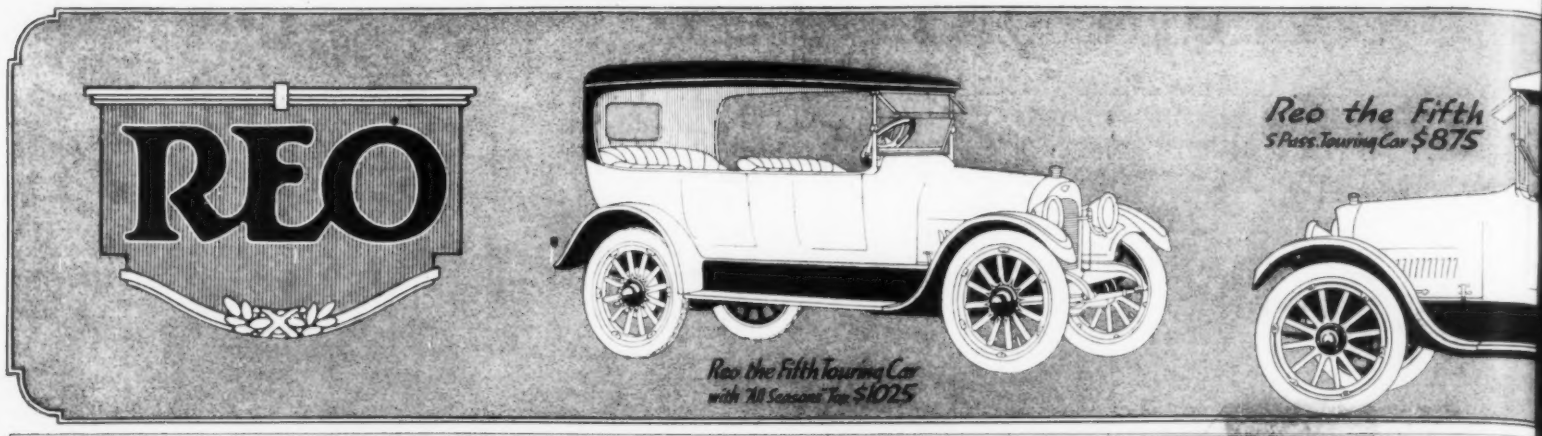


IN THE LITTLE-KNOWN BLACK HILLS

Sulvan Lake lies in the heart of the Black Hills of South Dakota. The land formation throughout the Black Hills region is as strange and as interesting, if not quite as picturesque, as the painted desert of Arizona.

NEW ENGLAND'S BEAUTY SPOT

Probably no section of the country is better known to the summer vacationist than the White Mountains of New Hampshire. The region has numerous popular resorts with every facility for accommodating the fastidious summer sojourner, but perhaps none is better known than The Balsams, at the entrance to craggy Dixville Notch. Nowhere east of the Rockies may one find a more pleasing climate, lovelier waterfalls, more picturesque streams, or more interesting geological phenomena. The "joy of living," the essence of a real vacation, can be found anywhere in the White Mountains.



"FOURS"

Reo The Fifth

Consider Reo the Fifth—the "Incomparable Four," standard now for longer than any other automobile.

At its present price, $875, this car stands out above all others as the biggest buy for the money.

It's like buying a Gold Dollar for Ninety Cents, as long as the present price stands; for you still obtain this great car at the price it was when cost of manufacture was vastly less than now.

And you know the quality that is in Reo the Fifth. 100,000 owners will testify to that. And they'll tell you that cost of up-keep is less than that of any other automobile of the same size or capacity.

In these days of "H. C. of L." four-cylinder cars are becoming more and more popular. Their economical use of gasoline; their inherent ruggedness and low up-keep has accelerated greatly the demand for fours.

Trouble is, most Fours are small cars—skimped in size and in tire equipment—and in other vital details.

Reo The Fifth is a great big full-grown automobile. It depreciates in value less than any other car on the market—bar none.

You can always get an higher percentage of the original cost for a used Reo than you can obtain for any other. And there is always a ready demand.

You rarely see Reo the Fifth advertised for sale in the "Second Hand" columns. Watch this. Note the number of others offered daily. Note how seldom you see Reos there.

A big, beautiful car—roomy body; long resilient springs; large tires; extra large bearings. Accessible; and the simplest car in the world to control—is it any wonder the demand is so great for this Reo model?

Ask your friends about tire mileage in this car; about gasoline mileage; and low up-keep generally. Then compare these statements with what owners of other cars will tell you, and you'll agree that Reo the Fifth is, at its present price, "a Gold Dollar for Ninety Cents."

All prices are f.o.b. factory, Lansing, Michigan and are subject to increase without notice

Who Gets Any One of These Reos

IT DOESN'T MATTER whether your preference be for a Four or a Six; if you select a Reo (and, if, fortunately your local Reo dealer can fill your order) you may rest secure in the knowledge that you have a good automobile.

OF COURSE, IT'S BETWEEN Fours and Sixes now. That question is settled—permanently.

AND EACH IS IDEAL for a certain set of conditions. The Four, in the five-passenger Family Touring; or the Business Roadster class, where gasoline and other economies count. The Six, for a luxurious seven-passenger Touring car, Sedan, or for a smart four-passenger Roadster.

WE REPEAT: Each type is ideal for certain conditions—the needs of two distinct classes of buyers.

IT IS FOR YOU TO DECIDE which is the type for you. Which will best suit your especial needs, the size of your family, and your purse. But it will be a Four or a Six—that's certain.

AND IT WILL BE A REO if you have learned from experience—either your own or that of acquaintances—that the big item to consider is Up-keep.

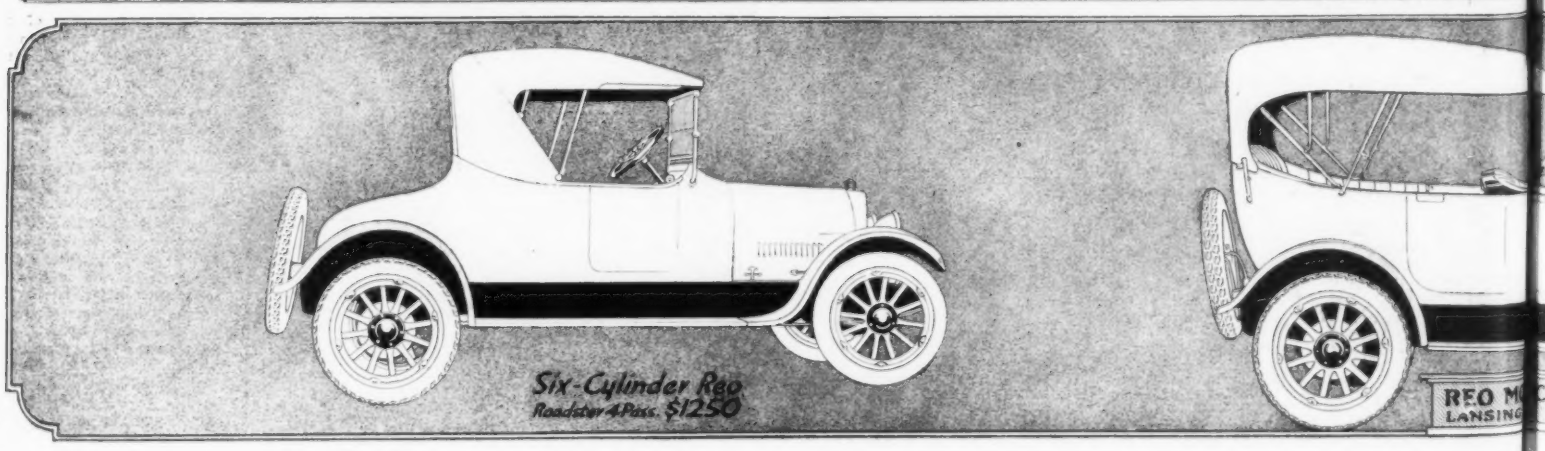
FOR WE MAINTAIN that, size and passenger capacity considered, Reos have no rivals in that regard.

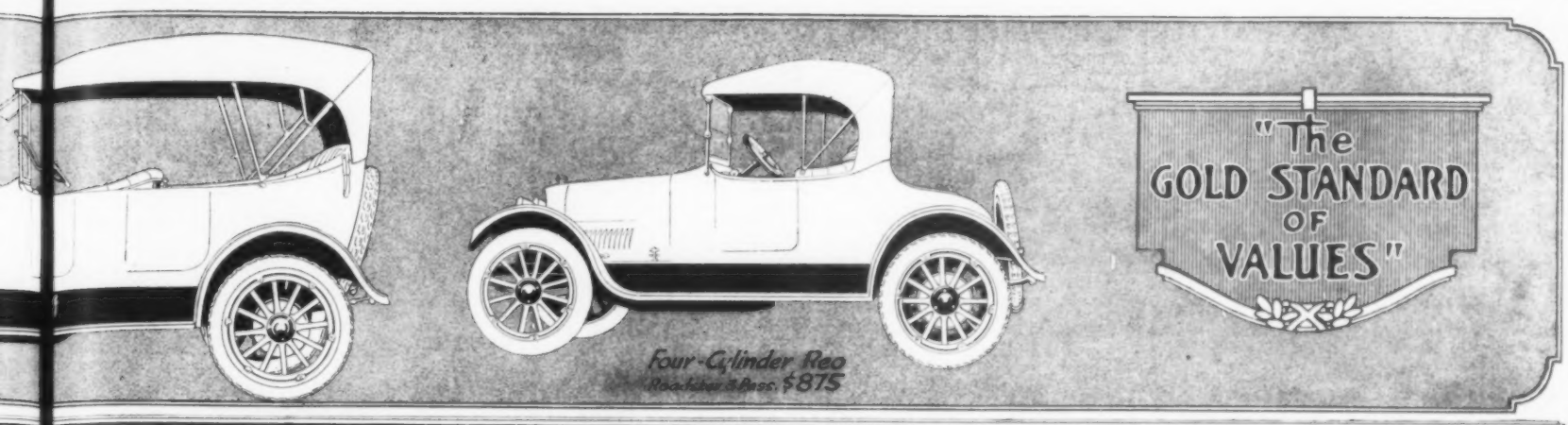
WE KNOW OF NO SIX of similar size that is as economical to operate and to maintain over a long period of time, as a Reo Six.

AND WE NEED NOT SAY, for it is a fact conceded by all motorists that Reo the Fifth is the most economical in up-keep—tire, gasoline, oil, and repairs all considered—of any car of its size ever made.

THE REASON? There are several. First, the fact that Reo experience is the oldest and ripest—therefore Reo engineering is the surest.

IF YOU FIND IT IN A REO you know it is right; you know that it has passed the experimental stage—the realm of speculation.





os Will Own a Good Automobile!

WE DO EXPERIMENT—but not with our customers' money.

IN THE REO LABORATORIES a corps of scientists and engineers are always at work trying out new ideas. Here we have made, for example, every type of motor you ever heard of—and then some.

BUT—WE DO NOT OFFER any motor or other device to Reo buyers until its superiority has been proven beyond question.

NEXT COMES THAT REO FACTOR OF SAFETY which insists on "50 per cent over-size in all vital parts"—50 per cent stronger than standard practice says will do.

AND REO QUALITY IS UNIFORM in all models. The same engineering principles; the same quality of materials—the best, and only the best—enter into the making of Reos. Every car that carries the famous name plate.

REAL LEATHER AND REAL HAIR and first-class springs in the upholstering, while others resort to substitutes and to skimping, in seen as well as unseen places.

REO PRICES are almost as stable as Reo quality.

SO FAR WE HAVE steadfastly refused to increase prices, though you have seen it done all along the line. Reo is practically alone in this.

WE CANNOT SAY, of course, that we can go right along through the strenuous times ahead without raising prices. But if it can be done without sacrifice of quality, we shall do it.

THAT'S ONE ADVANTAGE we gain by being "financially second strongest in the world." We can buy better—Reo always gets the preference.

DEMAND FOR REOS—always greater than the supply—is this year almost hopelessly so.

ONLY WAY IS to see your own Reo dealer—see if he can promise you a delivery—then order and be sure. Today won't be a minute too soon.

"SIXES"

The New Reo Six

What need we say about this Reo model to convince you of its superiority—the value it represents at the price?

When the demand is so hopelessly in excess of the possible factory output, praise from us would be superfluous.

We Reo Folk are proud of the position this Reo occupies among Sixes. Competition is strenuous and our rivals are not modest in their claims!

Now in its third season, this Reo Six represents the last degree of refinement and mechanical excellence.

Each year we have improved minor details until it is now well nigh perfection.

Dependability and low up-keep are two of the outstanding qualities of this Reo Six—beauty of design and excellence of finish are others.

This Six represents conservatism in design—the Reo idea of conservatism, which is progress along safe lines.

Among the motley array of radicals one would expect such a car to be obscure.

On the contrary, it is, if we are to judge by the tremendous demand, the most popular Six today.

It is now made in three types—shown at bottom. We were going to say, "it is now obtainable" in three types. But that depends on conditions where you happen to be located.

Some Reo dealers can supply all models—many, however, already have booked orders for their full quota.

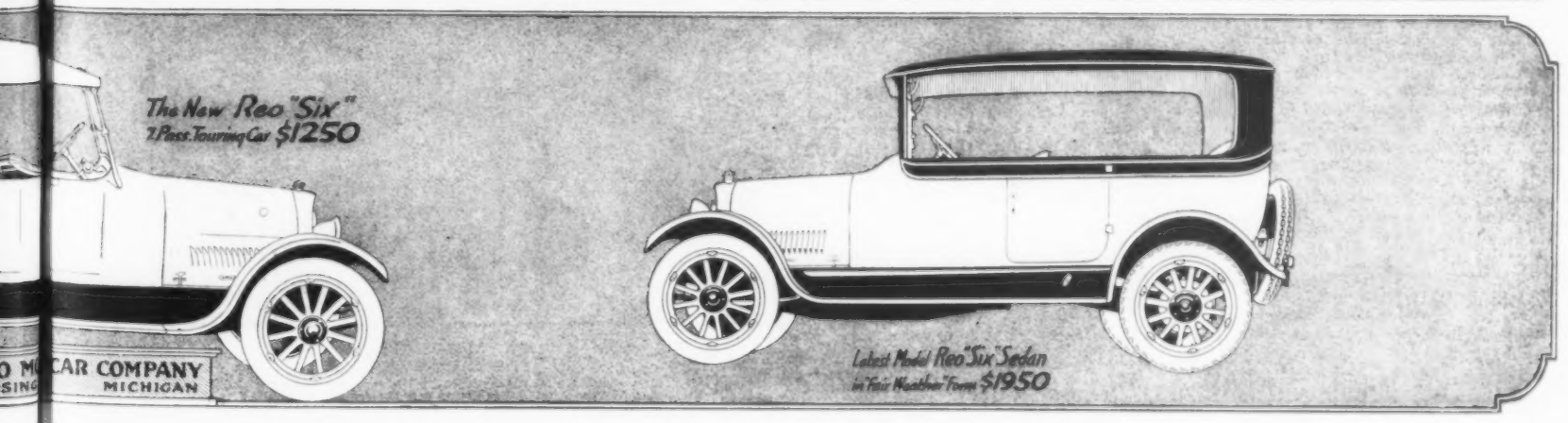
So the only way to find out is to see your own Reo dealer and ascertain if, perchance, he can promise you an early delivery of the particular model you have selected.

Present prices will remain as long as we can keep them there without actual loss to ourselves.

But we can't promise how long that may be, with everything soaring and no sign of a change ahead.

Only way to be sure of getting a Reo and at present prices, is to order now.

All prices are f.o.b. factory Lansing, Michigan and are subject to increase without notice



HOW I EARNED $200,000 IN THREE YEARS

The amazing and inspiring story of a young man who jumped from failure to fortune; did not speculate; says no man need beg for success.

—As Told By Himself.

Some people say it takes money to make money—others complain that they never made money because they never had any luck. When one is up against the stern reality of making both ends meet, it is natural to feel that if they only had a little money, or a little luck, they wouldn't have to worry about their bread and butter, and rent, and clothes.

Three short years ago I, too, felt that way. I was $5,000 "in the hole"—and earning $30 a week. I had a wife and two children to support, and I used to worry myself sick about their future.

Today—it seems like a dream—all my troubles are over. I am worth $200,000—enough to keep me and my family in comfort for the rest of our lives. I own two automobiles. My children go to private schools. I have just purchased, for cash, a $25,000 home. I go hunting, fishing, motoring, traveling, whenever I care to.

Let me say in all sincerity that what I have done I believe anyone can do. I am only an average man—not "brilliant"—have never gone to college—my education is limited. I know at least a hundred men who know more than I, who are better educated and better informed—yet not one of them has made as much money as I have, and their earnings probably average less than $50 weekly, while my income is over $1000 weekly. I mention this to show that earning capacity is not governed by the extent of a man's education—to encourage those who have not had the advantage of a comprehensive education.

What, then, is the secret of my success? Let me tell you how it came about.

One day, about three years ago, something happened that woke me up to what was wrong with me. It was necessary for me to make a decision on a matter which was of little consequence. I knew in my heart what was the right thing to do, but something held me back. I said one thing, then another; I decided one way, then another. I couldn't for the life of me make the decision I knew was right.

I lay awake most of that night thinking about the matter—not because it was of any great importance in itself, but because I was beginning to discover *what was wrong with me*. Along towards dawn I resolved to make an experiment. I decided to cultivate my will power, believing that if I did this I would not hesitate about making decisions—that when I had an idea I would have sufficient confidence in myself to "put it over"—that I would not be afraid of myself or of things or of others. I felt that if I could smash my ideas across I would soon make my presence felt. I knew that heretofore I had always begged for success—had always stood, hat in hand, depending on others to give me the things I desired. In short, I was controlled by the will of others. Henceforth, I determined to have a strong will of my own *—to demand and command what I wanted.*

With this new purpose in mind I applied myself to finding out something more about will power. The results at first were discouraging. While a good deal had been written about the memory and other faculties of the brain, I could find nothing that offered any help to me in acquiring the new power that I had hoped might be mine.

But a little later in my investigation I encountered the works of Professor Frank Channing Haddock. To my amazement and delight I discovered that this eminent scientist, whose name ranks with James, Bergson, and Royce, had just completed the most thorough and constructive study of will power ever made. I was astonished to read his statement, "The will is just as susceptible of development as the muscles of the body!" My question was answered! Eagerly I read further—how Dr. Haddock had devoted twenty years to this study—how he had so completely mastered it that he was actually able to set down the very exercises by which anyone could develop the will, making it a bigger, stronger force each day, simply through an easy, progressive course of training.

It is almost needless to say that I at once began to practise the exercises formulated by Dr. Haddock, and I need not recount the extraordinary results that I obtained almost from the first day. I have already indicated the success that my developed power of will has made for me.

But it may be thought that my case is exceptional. Let me again assure you that I am but an average man, with no super developed powers, save that of my own will. And to further prove my contention, let me say that since Prof. Haddock's lessons, rules and exercises have been published, I have come across hundreds of other cases where strengthened will power has brought success and fortune to people who were failures, has enabled thousands to overcome drink and other vices almost overnight—has helped overcome sickness and nervousness has transformed unhappy, envious, discontented people into dominating personalities filled with the joy of living.

I have been authorized by the publishers of Prof. Haddock's methods to say that any reader who cares to examine his startling book on will power may do so without sending any money in advance. In other words, if after a week's reading you do not feel that "Power of Will" is worth $3, the sum asked, return it and you will owe nothing. When you receive your copy for examination I suggest that you first read the articles on: The law of great thinking; How to develop analytical power; How to guard against errors in thought; How to drive from the mind unwholesome thoughts; How to develop fearlessness; How to use the mind in sickness; How to acquire a dominating personality.

It is interesting to note that among the 150,000 owners who have read, used and praised "Power of Will" are such prominent men as Judge Ben B. Lindsey; Supreme Court Justice Parker; Wu Ting Fang, ex-U. S. Chinese Ambassador; Lieut.-Gov. McKelvie of Nebraska; Assistant Postmaster-General Britt; General Manager Christeson, of Wells Fargo Express Co.; E. St. Elmo Lewis; Governor Arthur Capper of Kansas, and thousands of others.

As a first step in will training, I would suggest immediate action in this matter before you. It is not even necessary to write a letter. Use the blank form below, if you prefer, addressing it to the Pelton Publishing Company, 47-J Wilcox Block, Meriden, Conn., and the book will come by return mail. This one act may mean the turning point of your life, as it has meant to me and to so many others.

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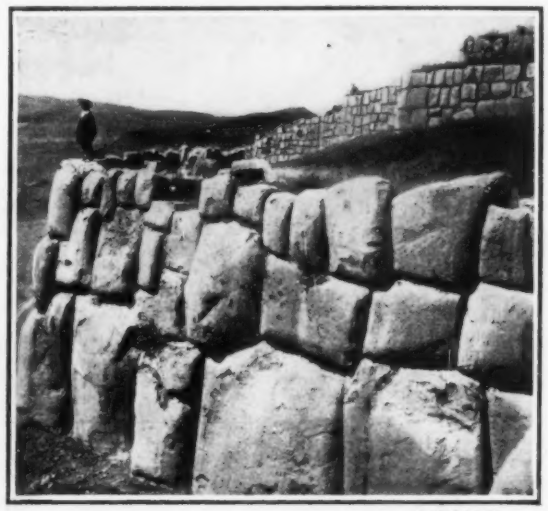
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THE GLORY OF SOUTH AMERICA

(Continued from page 555)

And between these two extremes are the interesting types to be found only in these parts of the world.

Most Latin-American cities are medieval in their plans and in their buildings and edifices. The early explorers located their towns in fertile valleys or in the vicinity of productive mines, usually surrounded by mighty mountains, so as to be comparatively safe from the frequent attacks of pirates or the visits of buccaneers. From these settlements, preferably through a mountain pass or along the sides of some stream that wound its noisy circuitous way to the sea, trails were made to the ocean and ports established which served the hinterlands as their gateway to the world beyond. The burro, the mule and the llama acted as beasts of burden then and are today the chief common carriers in these parts, except here and there where some venturesome constructor has followed the paths made by the feet of these animals and built what may be justly termed a scenic railway, starting at the ocean's shore and gradually climbing to the roof of the world, revealing as the ascent is made a panorama, the magnitude and beauty of which baffles description and which can be found nowhere else on earth. I know of ten such railways in Central and South America.



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THE EARLIEST AMERICAN CIVILIZATION

The remains of the wonderful Inca Fortress at Cuzco, Peru, where stones weighing as much as 800 tons were carried for hundreds of miles and placed in position without the use of any modern machinery. These stones were mortised together and set in place without the use of cement. It is estimated that these walls were built a thousand years before Christ. Today they are in such a perfect state of preservation that a pen-knife blade cannot be inserted between their points of union.



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RICH IN SOUTH AMERICAN HISTORY

National Museum at Santiago, Chile, in which are preserved many of the most interesting relics of the Spanish invaders and other articles of historic interest. Santiago, Chile, is one of the beautiful cities in South America which has been materially improved by the wonderful buildings erected by the government in favorable locations.

La Paz, Quito, Bogota, Caracas and Mexico City, all in Latin-America, are the highest capitals in the world, and to reach them engineering feats have been performed that are the marvels of the age, for the iron horse takes the traveler in comfort to these quaint cities, still as serene and as safe today from the visit of tourists, because comparatively unknown, as they were centuries ago immune from the attacks of the raiding buccaneer.

The larger cities of Havana, Buenos Aires, Rio de Janeiro, Montivideo, and Santiago,

(Continued on page 577)



BROWN & DAWSON

COMFORT AT PANAMA

Quarters in the Canal Zone erected by the United States government for the use of employes. All the porches are screened with copper wire to prevent the entrance of mosquitoes and flies. The sanitation is ideal and the death rate of Panama lower than that of any city in the United States.



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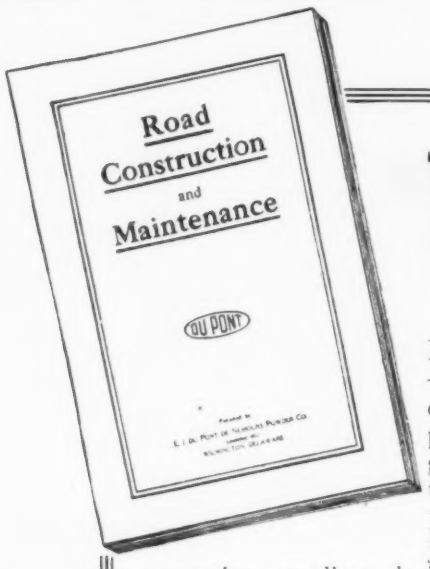
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WILMINGTON DELAWARE

AMERICA'S SHARE IN THE WAR

(Continued from page 547)

is engaged in a fight for existence. Nor indeed is she. What she is participating in is rather in the nature of a crusade. She is out to destroy an idea and that idea is embodied in a power several thousand miles away from the United States and unable to attack her directly. The spirit in which she is embarking on an enterprise that in a sense is more missionary than military, is unlike that of any other of the belligerents. Americans neither fear Germany nor hate her. Still less do they covet anything that she possesses. The normal appeal that war makes to the primary instincts of pugnacity is in this war, so far as the great mass of the American people are concerned, largely absent. I should not be surprised to hear that there is a good deal of confusion in the public mind as to the whys and wherefores of American intervention and its specific objects. I feel at any rate that opinion is not yet crystallized and that both the war atmosphere and the war psychology of the United States at this moment are things unique.

We in Great Britain during the past three years have been set to achieve what at one time seemed impossibilities in the way of military and industrial organization. And we have accomplished them. But we have only done so through the compelling power of an imminent national peril operating upon the self-sacrifice and patriotism of all our people. The United States is now called upon to undertake tasks that for their successful performance will make heavy and surprising demands upon the altruism and good sense and the coöperative spirit of the hundred millions of American citizens. It is obvious that the contemplated program of ship-building, for instance, of increasing the food supply, and of financial assistance to the Allies must, in the present shortage of labor and the generally prosperous state of business and employment, cut very deeply into American social and industrial life. And it will do this apart altogether from the additional effort that will be needed to raise and equip the new armies and to furnish the Allies, and particularly Russia and France, with the munitions, raw material, supplies and medical and railroad personnel in which they are lacking.

The peculiarity in the American situation is, then, precisely this, that heroic endeavors, many considerable inroads on the established routine of American life and government, and some revolutionary dislocations in industry will be required of a country which is anywhere from three to six thousand miles from the scene of the conflict and more distant still from its causes and atmosphere, which is itself under no threat of tangible peril from the enemy, which will have few or no opportunities of visualizing the war at close range, which can experience hardly one of the elemental spurs that sustain nations in a life and death struggle, which has entered the war because honor and duty had left it no alternative—in obedience, that is to say, to impulses that are among the noblest in human nature but also among the most difficult to keep from flagging in great masses of men—and for objects that to the average busy citizen seem somewhat of an abstraction, and who is more than half inclined to think that the back of Teutonic resistance is already broken. The burden of war without its incitements and its visible drama, its passions and glory—such is to be the American portion; and their manner of bearing it will test pretty thoroughly the patience, the capacity for sacrifice and the imagination of the American people.

Mr. Balfour was saying the other day that the United States having come into the war would see the war through. "If there is any certainty in human affairs," he added, "that is certain." I wholly agree. But I cannot help feeling that nothing would do more to animate the nation as a

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AMERICA'S SHARE IN THE WAR

(Continued from page 566)

whole than to drop the too prevalent belief that the war is already won, and that while American intervention will do much to shorten it, the main issue was determined before the United States took up arms. It can hardly, on the contrary, be asserted too strongly, that all the manpower, all the spiritual strength, and all the material resources of the American people will need to be brought into play if victory is to be assured.

If one could imagine the Allied Governments speaking out frankly to Americans they would certainly say: "You cannot prepare too much. You cannot prepare too quickly. Be assured that every atom of strength of which you are capable will be needed. Be assured also that in putting it forth you will not only be benefitting yourselves and your own nation but that nothing less will suffice to carry the cause of democracy and civilization to victory. We have borne for all but three years the strain of this titanic conflict. It has exhausted us more than you know, more than we are willing to confess. The enemy is weakening, but he is still unbeaten. We are prevailing, but the forces at our command are nearing their last reserves. And war, remember, is of all enterprises the one in which chance plays the greatest part. A lucky sea action might even now change the whole destinies of the world and restore the balance of fortune in Germany's favor. And there are other possibilities to which it would be madness to close one's eyes. Let not, therefore, America hesitate. Let her array herself as for a war that is not yet even half over, a war in which she will ultimately have to bear the brunt of the fighting, a war in which there is reserved for her the supreme privilege of administering to the enemy his coup de grace—if, but only if, she concentrates on the task before her, her full mind and all her assets."



MR. SYDNEY BROOKS

Mr. Brooks will contribute other articles to *Leslie's* dealing with the progress of the war and our relations with the Allies.

It is in some such terms as these that one can conceive the Allies framing to the United States a message both of warning and of entreaty. If the warning were heeded there would be no need of any further appeal. If Americans were once convinced that no efforts of theirs, however vast, would be superfluous, that the common cause demanded the utmost endeavor within their power, and that with anything less than the utmost it might fail, then all hesitations would vanish, all doubts and reservations would be swept away, and we should see this continent welded into a single thunderbolt of resolute might.

Yet Americans have only to avoid mistaking hopes for realities, have only to look at the situation as it is and to canvass its probabilities with their usual shrewd judgment, to realize how much depends on them today and how much more may easily depend on them in the near future.

What for example is happening in Russia? We do not know. We do know that traitorous, disaffected or half-hearted influences and personalities have for the time being been deposed and suppressed. But whether they will rise again, whether the new government has the unity and stability to maintain itself against its internal enemies and at the same time wage an aggressive war against a foreign foe—this is hidden from the Allies and very possibly, too, from the Russians themselves. He would be a very bold man who would attempt to estimate the fighting strength that Russia either has at her disposal today or is likely to develop within any calculable time. Is it out of the question that the Russian revolution should follow the course of other revolutions, that the Provisional Government, confronted with too huge a task and slowly slipping into impotence and chaos, should be overthrown by a soldier of fortune and that a military dictatorship should in its turn give way to a limited monarchy? And if this, or anything like it, should indeed prove to be the turn of events, what might not be the resultant of German intrigues, domestic disorder, a disheartened, ill-provided, badly nourished soldiery, and a revolting peasantry?

We hear repeated tales that Turkey is at the end of her tether, that Bulgaria is looking anxiously for a way out, and that Austria-Hungary, or Austria without Hungary, is seeking to throw off Prussian domination. But let us not forget that the solidarity of the Allies is likewise threatened and under circumstances that make both physical reinforcement and moral suasion peculiarly difficult. The temper of the Russian people, the effectiveness of the Russian Government, the morale and equipment of the Russian armies—are all enigmas Are we to suppose that the answer to them will in each case be favorable to the Allies, that all danger of a disintegration of the eastern front may be disregarded and that the striking power of Russia may not continue to be hamstrung, as it has been for the past year, by civil tumult and by the sheer magnitude of the administrative problems behind the lines?

It seems incredible that the rulers of the United States, while doing everything in their power to strengthen Russia and support her, should not be taking into account the possibility that these best efforts may fail. And if they were to fail, the reaction of so grave a development upon Italy would be swift and deep. Fighting amid difficulties that are too little understood abroad, Italy's contribution to the Allied cause has been the very valuable, but in a sense negative one, of engaging the attention of a certain number of Teutonic troops. Of positive advance she has been in a position to make comparatively little; her function has been to assist in the general process of attrition, and I do not think that any competent observer would take other than an extremely serious view of any happenings in Russia that might liberate the enemy's forces on the eastern front and enable them to be diverted against Italy.

But there is a still more menacing possibility that threatens the Allied cause. It is the possibility that submarine warfare may not merely embarrass Great Britain but weaken her. And Great Britain is the axle on which, until the latent power of the United States can be brought into action, all else depends. The war would be over in a very few weeks if British sea communications could be effectively cut and the British people forced by starvation to surrender. There lies Germany's speediest road not only to peace but to full and final victory; and it is clear she is treading it

(Continued on page 575)

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OFF THE BEATEN TRACK

For cross-country touring—the only kind which brings some of our most magnificent scenery within reach—some form of shock absorber is almost a necessity to prevent broken springs or other accidents due to a sudden jar which would quickly render the car useless.

THE "HOW" AND THE "WHY" OF SHOCK ABSORBING

EDITOR'S NOTE: *This is the second of the "How" and "Why" series announced recently. The first article was entitled "The 'How' and the 'Why' of Tire Care," and appeared in the April 26th issue of Leslie's. Copies of this issue may be obtained from the Subscription Department by forwarding ten cents in stamps.*

WHEN you step off of a curb stone or into a hole unexpectedly in the dark you experience what is generally known as a "jolt." You have had the muscles and joints of your leg set for a straight ahead level step—and your shock absorbers are not working.

On the other hand, when you jump on a spring board preparatory to a high dive, you experience no sudden jolt, but are thrown into the air higher than your starting point. The spring has absorbed the shock, but continuous travel by this method would soon become wearying, to say the least.

These two conditions represent the two extremes of automobile spring suspension—the too stiff and the too flexible.

The name "shock absorber" is an all-inclusive term, according to its interpretation by the average automobilist, and includes all forms of accessories intended to modify, amplify or control in any way the action of the motor car spring. Therefore, according to this literal interpretation, the automobile spring itself would become, as a matter of fact, the ideal form of shock absorber, if it could be properly constructed. Unfortunately for the car manufacturer and car user, however—but fortunately for a host of ingenious inventors—the ordinary automobile spring cannot serve the purpose of proper shock absorbing under all conditions.

Flexible as may be its action it is by no means flexible in its utility. Supposing the average car is of five passenger capacity, we expect the same spring to serve its purpose perfectly whether the load carried in the car be one or five passengers; we expect a smoothness of travel over cobble stones, ruts and holes, equal almost in comfort to that obtained when riding over asphalt; and we expect the springs to supply all these qualities with no more attention on our part than that given to the upholstery or the floor boards.

As a matter of fact, the springs of the automobile are practically the most used and most abused parts of its mechanism. They are in constant operation whenever the car is in motion, and it is scarcely to be wondered at that some supplementary

(Continued on page 571)



TRANS-CONTINENTAL JOY RIDING

This family of ten traveled in their eight-year-old car across the country at a total cost for gasoline, oil and repairs for the car, and food and lodging for the family of only slightly over $300.

MEN WHO ARE MAKING AMERICA

(Continued from page 551)

delivered by Heinze. The departure of Heinze was followed by the subsidence of political turmoil. This enabled Ryan to wash his hands of political campaigning and to devote his attention to developing the Amalgamated's increased properties.

"How did labor act?" I asked.

"We had threats of labor difficulties, but in all the time I dealt with labor we had no strikes or lockouts. In fact, our mines never lost a day from labor troubles. We paid good wages and we got good service. Our relations with labor were most satisfactory. In fact I have very little complaint to make over any dealings I have ever had with labor during all my connection with mining."

Later on Montana did have serious labor disturbances, but they arose from a bitter struggle between the I. W. W. and the Western Federation of Miners for control of the Butte Miners' Union. This clash brought grave disorder, during which the Miners' Union Hall was wrecked by dynamite and the militia had to be called out to enforce order. The mining companies were not involved, the row being between the two unions. Amalgamated solved the problem by refusing to recognize either faction and declaring an open shop, for the first time in over thirty-five years. Mr. Ryan was made president of Anaconda as a reward.

John D. Ryan was one of the few business men in America who did not even know in 1907 that there was a panic. He became ill from typhoid fever in August of that year, was so ill for months that he learned nothing of what was going on, and did not return to duty until March of the following year. About the time this Amalgamated giant recovered a still more powerful Amalgamated giant, H. H. Rogers, began to lose his health. By then Rogers had set such an appraisement upon his western "find" that he induced Mr. Ryan to come to New York to aid him in looking after this important branch of the Rogers activities. When Rogers died in the following year Ryan succeeded him as president of Amalgamated.

One of Ryan's fortes is bringing scattered properties together under one efficient management, with capital enough to develop and expand them. He has a faculty for handling big things. It is both easier and more economical to handle one integrated, strong organization than to keep tabs on half-a-dozen or more smaller and weaker ones. Mr. Ryan believes that, industrially, in union there is strength.

While Anaconda had a large interest in several other properties, the stockholders were not the same in each case, so that it was impossible to run things without friction. At one time there were before the courts disputes involving almost $200,000,000. Ryan's fairness, ability and personality had impressed themselves upon the whole community by this time, and when he set about evolving order out of all this chaos he was able to bring the various companies under the full ownership of Anaconda, a feat that called for the exercise of the most delicate diplomacy.

In 1910 all the holdings of Amalgamated and all properties of subsidiaries were merged into the Anaconda, and by 1914 it was feasible to dissolve the Amalgamated Copper Company.

To-day Anaconda, in addition to producing 15 per cent. of the world's total output, is the largest producer of silver in the world and its output of high-grade zinc exceeds that of any other mine in the world. Its metallurgical processes are admittedly the most advanced known and to them is due in large measure the phenomenal increase in the company's profits during recent years. Anaconda, furthermore, has made large investments in other mining enterprises and is now heavily interested in properties in various parts of the United States as well as South America, notably Chile. It is also, through subsidiaries, a great industrial and mercantile enterprise.

The world has heard a great deal about the electrification of 440 miles of the St. Paul Railroad over the Rockies, but only railroad and electrical men know the genesis of this wonderful feat. John D. Ryan was its ancestor.

When he had his Montana Power Company in working order he decided to electrify the Butte, Anaconda and Pacific Railroad, between the mines in Butte and the smelters in Anaconda. Although there is only about 100 miles of track all told, this road handles a tremendous tonnage. As it was a system complete in itself, it lent itself ideally for experimental purposes. When the task of electrifying the road was completed, the experiment proved an unqualified success. Cost was cut to a minimum, efficiency reached a maximum. Railroad men and electrical engineers from all parts of the world came and studied the results. The St. Paul Railroad was peculiarly interested because of its almost insurmountable problems in hauling freight up the slopes of the Rockies. They have solved their problems now by having Ryan's company supply them with electrical current.

Today the Montana Power Company provides current for the operation of no less than 550 miles of railroad. Moreover, practically all the mines of Montana get their power from this project. It also lights most of the State.

Indeed, it has functioned so much better than any similar utility company in the State that a committee of Congress two years ago haled Mr. Ryan before it and ordered him to confess whether or not the Montana Power Company had a monopoly of the power business throughout the State.

"Yes," Ryan replied to the astonishment of the probers. "It does 95 per cent. of the business in its line in the State. It has a monopoly, not of the water-power resources of the State, but of the market, and it is a monopoly because the service it gives is so good and the charges are so low that there is no possibility of competition from any other water power company or any other source."

Before they were through, the investigators found that, under the advantageous terms given by the Ryan enterprise, the consumption of electric energy in Montana was greater per capita than in any other State or in any other country. They found, too, that its rates were the lowest charged anywhere.

I asked one of the originators of the American International Corporation, which is extending America's influence and achievements in foreign markets, why Mr. Ryan was picked as one of the directors. I wanted to know what his special qualifications were. The reply was: "John D. Ryan is one of the most level-headed fellows we have. He is, of course, one of the foremost men in the mining industry and is accustomed to handling international transactions; but, more than that, he has an unusual amount of business sense. He is not fossilized. He is always on the job, thinking up new things and then going ahead and doing them. He has all the breezy progressiveness and enthusiasm of the typical Westerner, and he combines with this the financial and business experience which he has imbibed here in the East."

When the United States Government, last March, sought to buy many millions of pounds of copper for military purposes the first man approached, the Government representative has recorded, was John D. Ryan. His answer was so satisfactory that the representative had to see but one other man, Daniel Guggenheim, before receiving assurance that the War Department would be supplied at less than half the price then current. "Those two men deserve all the credit," was the tribute the Government's representative paid them.

Not a bad record for a mining camp boy who at thirty-five was only an oil drummer on the road and who is not yet fifty-three?



Scientific Instruments Prove S-V Superiority

Truck owners buy Goodyear S-V Truck Tires to reduce truck tire costs—because they *believe* these tires deliver longer mileage, and *cushion* trucks and loads more effectively.

The soundness of this belief is proved by the accurate records of two scientific instruments which, together, tell all there is to be told about the relative excellence of truck tires.

The odometer measures mileage.

Odometer records gathered in all parts of the country and in all sorts of trucking service, tell an amazing story of S-V durability and longevity—mileages up to and exceeding 40,000 and an average of over 13,000 miles for 700 tires used in 60 cities.

The durometer measures hardness.

Durometer records secured by the Goodyear experimental department show that the S-V Tire, in spite of its wonderful toughness, is softer than other solid tires, therefore more resilient—better able to *cushion* a truck throughout its many thousand miles of service.

We should be very glad to see every truck owner in America buy all tires solely on the strength of scientific odometer and durometer records—because we know, exactly, what these truth-telling instruments have to say about Goodyear S-V's.

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ALL NEWSSTANDS TO-DAY!

If the dealer has not sold out his supply.

THRILLS OF DEEP-SEA FISHING

(Continued from page 559)

to call "Strike" quickly, when the guide would stop the boat. All was quiet for a few moments. Then the beginner cried excitedly: "Fish! Fish! Stop the boat," at the same time trying to stop the fish by "thumbing" the line, when a good leather drag was on the reel for the purpose. Sometimes a painful cut results as a powerful fish takes away the line. Fortunately the Novice met no such fate.

Excitement ran rife as she wildly exclaimed: "A whale, a whale, I know! Oh, how it pulls; what shall I do with it?" all the while forgetting that someone else was quietly reeling in her line, while she struggled to hold the rod on the dry side of the boat. It was such a disappointment to find on her hook only a little, wilful, baracouta, which the guide threw overboard as too small to keep. The true sportsman does not destroy fish wantonly or merely to add to the number of his catch. To conserve the good fishing at Long Key, he follows the wish expressed on a big sign that hangs near the entrance to the Lodge at the Camp which reads:

GOOD SPORTSMANSHIP does not consist in a BIG CATCH, but in the use of light tackle and a REASONABLE CATCH.
To preserve the species and to keep this place what it is today—
The best spot in Florida for big game fish.
IT IS SUGGESTED that a sportsman limit himself to

3 Amberjack	GAME-FISH	6 Kingfish	FOOD FISH
5 Baracouta		10 Mackerel	
2 Sailfish		6 Grouper	
5 Tarpon			

Any fish caught above the number of each species above should be carefully returned to the water.
PLAY your fish instead of GAFFING him. Work for a "Button Fish"
RELEASE THE SMALL FISH.

"Button Fish" are those of each species large enough to win a prize button, which is offered by the Long Key Fishing Club, of which Dr. Zane Grey, the author, is president.

The Novice had had her first lesson. She fished quietly but more successfully than the rest of us, for several baracouta of fair size rewarded her efforts. Finally, after an all-day wait for the Veteran to show his skill, he quietly called "Strike." He was rather a disappointment, for he created no excitement—till toward the end of a perfect catch. With an attitude of quiet confidence in his ability with rod and line he went after that fish. We could all see that it was a goodly sized denizen of the deep as it thrashed about and pulled nearly an entire reel of line into the tossing waters. Then suddenly it behaved—suspiciously so, I thought. The Veteran reeled in with a steady and experienced hand. Suddenly the boatman exclaimed "A sailfish! a sailfish!" and jumped about looking for the gaff and gunny sacks.

And to be sure it was a sailfish, as we all saw when it came up close to the boat—too close for comfort. With a vicious lunge of its long spear, it almost knocked the rod from the Veteran's hand. A moment later, with an unexpected dive it was under the boat. The Veteran swung his rod around the stern and let his captive have yard after yard of line. All eyes followed the line, and discovered other members of the finny tribe in the chase. Overboard two of us dropped our bait, but too late to attract the new arrivals from the Veteran's catch. A moment afterward a brisk encounter took place in the water about a hundred feet away and the fisherman exerted all his strength against the pull. Then began a steady, conquering reeling in. We concluded that our six-foot prize catch was completely subdued and would be easy to bag. Gently and steadily it was reeled in to the boat's side and then——all looked in bewildered astonishment at the most despised fish in the Gulf's waters, a huge grouper.

Stanley, the guide, regained power of speech first and it was more picturesque than elegant. The Novice and the Veteran were speechless. All I could think of was

(Continued on page 572)



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MOTOR DEPARTMENT

(Continued from page 568)

device should be required to keep them in proper condition to enable them to serve all the duties which they are called upon to perform.

If a spring is to be used as a satisfactory shock absorber, its action should be smooth and even so that the smallest depression, as well as the most violent jolt, will be absorbed by the bending of the leaves between themselves. This bending is naturally accompanied by continuous sliding of the ends of each leaf over that of its neighbors. If we dissect the average spring after a few hundred or a few thousand miles of use, we will find the rubbing surfaces in a condition little destined to produce frictionless sliding. The dirt and rust, which will have accumulated, will have produced a surface so rough that the wonder lies in the fact that the spring could have absorbed any jolts whatsoever. In fact, it is probable that minor depressions in the road will have no effect on the spring, and that these jars will be communicated directly to the frame of the car to the great discomfort of the occupants and additional wear and tear on the mechanism.



UPHOLSTERY WILL NOT DO IT ALL

Luxurious cushions absorb much of the jolt, but our finest "Palaces on Wheels" are often provided with some device to supplement or control the action of the springs.

This condition can be remedied in a number of ways. A special oil of great penetrating quality can be applied to the outside and will relieve matters considerably, but, of course, although this flows at once, it has not the effect of removing all of the dirt and rust which has accumulated. The ends of the leaves may be pried apart and graphite grease inserted, or the graphite may be held in place by a special form of grease retainer which rests between each spring leaf and which will give non-rusting and dirt-free service for thousands of miles.

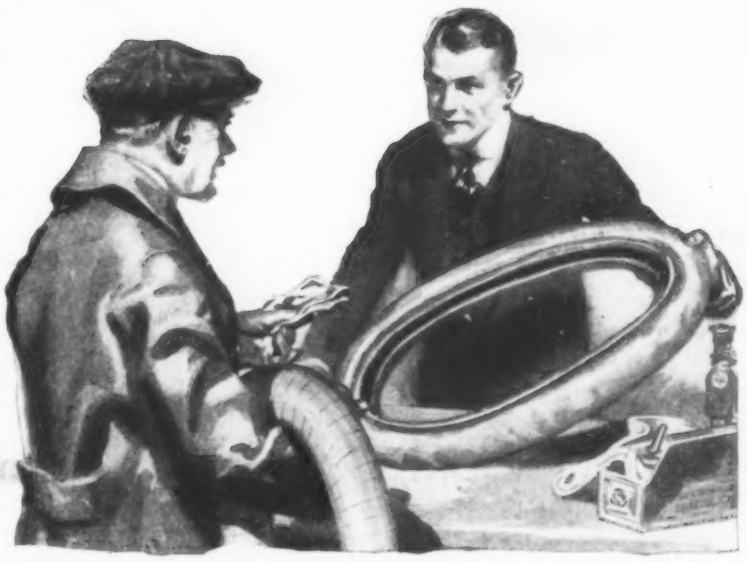
After such treatment the springs will be able to deliver their maximum flexibility. Like the spring board, however, this flexibility may be too extensive for ordinary travel. Springs intended to carry a load of four, five or seven passengers will not give the same riding effect when carrying but one or two. The recoil in the latter instance will be much more severe and the vertical movement of the solitary passenger will total almost as much as his horizontal movement.

To remedy such spring conditions a number of recoil checks or spring "dampeners" have been devised. These are generally located between the center of the spring or axle, and the frame of the car, and serve to check the recoil or upward thrust of the car body. Naturally, a device which prevents the motion of the springs in both directions with equal intensity, would serve merely as a spring stiffener and would be of no value on flexible spring suspension. These devices are cleverly designed, so as either to absorb the excessive spring motion only in one direction or to exert no dampening influence which will affect the operation of the springs when the car is traveling over slight inequalities in the road, such as are found on cobble stone pavements and the like. Such devices, however, may check the excessive motion of the spring, or may change its full period, so that its up and down movements are reduced in number as well as in severity.

It is evident that such an action of the shock absorber will not only greatly add to the comfort of the occupants and will reduce the wear and tear on the engine and its spring-supported parts, but that it will increase the life of the springs themselves. Spring breakage, that bane of the tourist a few years ago, is due almost entirely to a sudden recoil after the wheels have passed over a sizable obstruction. Furthermore, a properly designed shock absorber will greatly increase the life of the tires, for the continual hammering, caused by the bouncing, to which the tires are subjected, is as severe on the rubber as are skidding wheels. The more nearly the wheels may be made to follow the detailed contour of the road surface, the less will be the hammering to which the tires are subjected, and consequently the elimination of sudden recoil and depression of the springs will increase tire life in some instances by as much as 50 per cent.

Another type of shock absorber, which is in reality only technically known as a shock absorber, inso-far as it increases the ease of riding, is what should be termed a supplementary spring. This device is either a coil spring or an air or oil compressor which takes the place of the spring shackle or union of the lower half of the spring with the upper half of the frame at one point. This device causes the lower spring, which carries the wheels and axles, to "ride" either on another set of springs or on an oil or air cushion, before the jar is communicated to the upper spring or to the frame. The progress of a jolt, when it originates at the tires and is carried to the frame through one of these supplementary springs, attached to the ordinary three-quarter elliptic type of automobile spring, is somewhat as follows: The tire is dented slightly and is then thrown up. This motion is communicated directly to the axle and the lower half of the car spring mounted upon it; the car spring is deflected considerably, thus absorbing a good portion of the jar and a part of the remainder is communicated through the supplementary spring or support to the upper portion of the car spring. The jolt communicated through the supplementary spring, however, is absorbed there through the additional depression of the spring forming the supplementary support, or through the compression of the air or oil forming the supplementary device in question. It will, therefore, be seen that the use of a supplementary spring or other support of this nature will correspond, in some respects, to increasing the length of the car spring, and will give, on a small car, the same effect as that obtained in a much larger vehicle employing longer springs.

The spring on the modern car can be used for a variety of purposes. No manufacturer can hope to make one car which will meet all of these requirements; the man who is a speed fiend prefers a spring suspension which will "hold the car on the road" to one which is comfortable; the man who uses his car for business puts strength and reliability above everything else; while the man who tours places comfort as the chief requirement of his car. All of these conditions can be met by the use of the proper type of shock absorber and changes in riding qualities almost as great as those obtained from the purchase of a totally different make of car, can be had by the attachment of a $15 to $100 set of one of the many devices on the market to add to the comfort of the motorist.



Here's a real tip from the tire man

How to save 40% a year on your tire bill

You don't want tire adjustments — you want mileage. You'd like to get 10,000 miles out of every tire you buy.

Very often you get less than the guaranteed mileage. Then you have to go to the tire adjuster and hand over good money. You aren't satisfied; neither is he.

Here is a tip from a tire man on how to avoid the adjustment nuisance, and get the most out of your tires.

He says: "If you keep your tires properly pumped *all the time*, you'll get about twice the average mileage."

At the very least you will save 40% on your tire bill.

Underinflation ruins tires

Tire manufacturers say nothing ruins a tire faster than underinflation.

Here is a warning against it by the leading tire manufacturers:

"Our tires give maximum service only when they are kept inflated to the proper pressure. About 80% of all tire trouble is due to underinflation. Most car owners would get at least 50% more mileage if they kept their tires pumped to standard pressure."

Why hand-pump is inefficient

It is practically impossible to keep tires inflated to standard pressure with a hand-pump. It's hard, dirty work. Few men are patient enough to force sufficient air into their tires. Soft tires and low mileage always result.

How to keep tires properly inflated

You need not do back-breaking work to keep your tires properly inflated. For a little more than the cost of a hand-pump — for a small fraction of what underinflation costs — you can buy a Cassco Engine Driven Tire Pump.

99.2% factory built; not assembled

The Cassco Pump is *not assembled*; it is actually *built*. 99.2% of the pump is manufactured in the West Side Foundry Co. shops. We save more than 25% because we do not have to pay profits on the various parts to several manufacturers. You get the benefit of these savings.

Designed by expert engineers

The Cassco Pump was designed by expert engineers. Simple and scientific in design. Takes up little space. Easy to install. Always ready for service. With one easy motion of your hand you can mesh or unmesh the gears. Never out of order.

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The air from the Cassco Pump is dry and clean. The new Cassco design of piston and cylinder prevents oil spray. Oil ruins tires.

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THRILLS OF DEEP SEA FISHING

(Continued from page 570)

"How *could* it happen in a dry state!" The most logical explanation of how the transfer was made came from the guide. He remembered that a large piece of bait was hanging from the mouth of the sailfish when it was brought up to the side of the boat, and he believed that when the catch disappeared the voracious grouper made a grab for the big bait, tearing it, with the hook, from the horny mouth of the sailfish and impaling himself securely. The fisherman did not realize the transfer under water, as there had not been the slightest slack on the line.

The utter incredibility of the story made us wary of telling it on returning to Camp, where a crowd each evening awaits the returning fishermen. Everyone is eager for news of the day and a sight of the catches, and the big scales are there to lend color and credence to your tales. None of our party was so disappointed at our misfortune as our guide, who kept voicing in no uncertain language his rebellion at being so ignobly cheated of a good catch. We appreciated his deep concern over our loss and felt subtly flattered that we had so won our way to his heart, until we learned later at the Camp that it was customary to present the guide with $5 or $10 for rare catches, such as sailfish or dolphin. Fishing is no poor man's game in Florida. It costs more to travel there, per mile, than anywhere else in the United States. Boat and guide you almost buy, but not quite, nearly everywhere except at Long Key. There reasonable prices prevail, the sport is at its best, the camp is a picture and a delight to the aesthetic eye, and the food fit for Lucullus.

There was a fair-sized group of guests on the dock as the *Tarpon* pulled in at dusk, eagerly calling "Any luck?" Everyone was alert as we replied "Not much of a catch, but the best fish story yet." All were eager to hear. Even the solemn-faced pelicans trotted along beside us, as if they, too, wanted to hear the news. What they really were after, though, was something to eat, and it took a lot of left-over bait to satisfy their insatiable hunger. Varying degrees of credulity met the recital of our story. Some were frankly skeptical as we had expected; the true fishermen were sympathetic in a satisfying sort of way, but to our amazement others had met with almost similar experiences. Louis Schutt, the genial manager of the Camp, than whom perhaps there is no better fisherman in all Florida, said he had, on a dozen or more occasions, exchanged, unseen and reluctantly, in the depths of the water, an amberjack for a grouper, but never a sailfish.

After hearing some "fisherman's luck" Mr. Schutt had experienced, the keen edge was taken off our disappointment. One of his experiences was particularly interesting. A visitor to the Camp had for several days eagerly sought Mr. Schutt's company for a moonlight run after tarpon. They say they bite better at night, but I've seen as good tarpon as are in the sea caught by day. Plans were made for a night's fishing and the anglers set out in the dark. After a discouraging time of it at last patience was rewarded. Experience had taught Mr. Schutt the bite, pull and fight of a tarpon, and he knew he had one that would take all his strength and skill to land. After two hours of playing his captive at a distance, for it would have been dangerous to bring so large a fish too near the boat while it was in fighting mood, he succeeded in tiring it sufficiently to pull it in close to the stern. His partner in the night's sport, eager to see the size of the captive, all too frequently played a light on the water, keeping the tarpon constantly agitated.

But time and a strong arm play out the best fish. As Mr. Schutt had about subdued his captive he felt a sharp tug on the line, but not before the gaff had been driven home. It took two strong men to lift into

(Continued on page 573)



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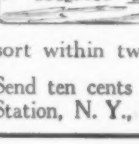
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THRILLS OF DEEP SEA FISHING

(Continued from page 572)

the boat what was on the hook—half an enormous tarpon! In that final tug on the line, the other half had been cut off as evenly as though some huge knife had been wielded by a giant. It was the work of a shark at one bite, a meal to last for days, for sharks feed only sporadically. The head of Mr. Schutt's catch is now mounted, for comparison's sake, beside a 121-pound specimen that hangs in the Lodge. The world's record tarpon, caught in Australian waters, I believe, weighed 212 pounds with a girth of 43½ inches. Mr. Schutt's half-tarpon weighed 156½ pounds, its girth was 47 inches and it was 7 inches longer to the dorsal fin than the record tarpon. By following a scientific and proved method of computing the size from given dimensions and weights, it was estimated that Mr. Schutt's tarpon would have tipped the scales somewhere between 235 pounds and 265 pounds. It is possible, I am told, to arrive at almost the exact weight of a big fish by squaring the girth, multiplying by the estimated length and dividing by 800. One can prove almost anything by arithmetic if only the working rules are known. Such huge catches are rare, but the general range of tarpon at Long Key is from 10 to 200 pounds, 100 pounds being about the average. Baracouta range from 5 to 50 pounds, the average weight being about 5 pounds. The agile bonefish, which most fishermen vainly strive to catch, range from 2 to 12 pounds, averaging 4 pounds. Sailfish vary in weight from 20 to 91 pounds, the length ranging from a minimum of about 4½ feet to the maximum on record of 8 feet 4 inches. With sailfish the weight does not always average up with the length.

From the record of catches at the Camp last season I find 22 tarpon weighed between 100 and 150 pounds; 35 weighed between 50 and 100 and 32 weighed under 50; 19 baracouta weighed over 25 pounds; 18 sailfish were 7 feet or more in length and 25 were 6 feet or over. One Jewfish took a 400 pound weight to balance the scales. The 132 amberjack trophies ranged from 25 to 95 pounds.

If you are not a disciple of Isaak Walton, you can rest, relax and enjoy yourself as well at Long Key as anywhere else in the South. Even if you do not fish, a day's sail on the waters of the Gulf affords much diversion and opportunity for the acquirement of knowledge. If you have never seen a porpoise, you will be surprised at the queer antics of these cumbersome mammals as they tumble along in a playful sort of way. The Gulf is full of them. On a clear day one can see them in schools in every direction. Flying fish leap in great numbers and dart like streaks of light across the waves, driven by some unseen enemy; next you see a fine ripple covering a large expanse of water, and the guide tells you to watch sharp. Presently a kingfish jumps clear of the sea and drops back into a school of ballyhoo and you head your boat in the ballyhoo's wake, almost certain of a catch. Here and there you see a giant turtle come to the surface for air and if you have a spear aboard, perhaps you take back to camp a 600 pounder. Portuguese men-o-war, balloon-like little creatures, their jelly-like bodies glistening iridescent on the water, are no uncommon sight, and on clear nights phosphorus plays on the crest of many a wave.

Truly nothing is more romantic or picturesque than a moonlight night at Long Key. The sky is a deep blue velvet, decked with a million stars that glitter and glow, verily vying with the moon; the wind soughs through the cocoanut palms that crackle in the breeze, the phosphorus-capped surf gently breaks on the coral-bound beach. A wonderful and satisfying peace broods over all, only broken by the chirp of a lone cricket, the fall of a cocoanut or the muffled note of a far-away ship signalling in the night.

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A. W. SHAW
Of Chicago, editor of *System*, who has been made chairman of the Commerical Economy Board of the Council for National Defense at Washington. The board will solve problems of wartime distribution of commodities among the people.



RICHARD H. EDMONDS
Editor of the *Manufacturers Record* of Baltimore, Md., a trenchant writer and an influential citizen of the South. Mr. Edmonds led in the fight for a government armor-plate plant, the site for which has been awarded to Charleston, West Va.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions and all communications are treated confidentially. A two-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

WALL STREET, like many individuals has a yellow streak. Capital is always timid. Investors are always fearful that something will happen. They see the clouds, but they do not know that there is such a thing as a silver lining.

According to all precedents, we ought to be on the eve of a tremendous era of prosperity. We are going into a great war on a wholesale scale. We lent a couple of billion dollars to the Allies, and they spent it and a good deal more in buying munitions and supplies in this country.

These enormous expenditures changed our feeling of gloom and depression, at the beginning of the war two and a half years ago, into one of the greatest optimism because factories were busy, everybody employed, wages high and surpluses and dividends increased.

Now the Government is about to spend seven billion dollars, that is, it is to make enormous loans abroad and the money is to be turned in to us for more munitions and supplies, which means a still greater demand on our industries and probably higher wages and higher prices all around.

I have never known a period of inflation and high prices generally which was not reflected in a booming stock market. Just as soon as this impression gets out, the bears will run to cover and those who have been trying to unload their securities will be hunting for fresh bargains.

Of course, a good deal depends on the crop outlook and on some unexpected incident, like the shelling of one of our ports, or the sinking of one of our battleships by the Germans, an invasion of Mexico or some of the other things that may happen in war, but these will not lessen the Government's output of money nor handicap any industry in sight.

Give us a good crop year, at the fancy prices now prevailing, plenty of money and plenty of work and everybody will have a bank account and an automobile. "Smoke up!"

T., Freeland, Pa.: Ohio Oil is a regular dividend payer. It returned 92% on par ($25) last year and paid 24% in March last.

D., Roselle Park, N. J., H., Cincinnati, Ohio: The statements made regarding the Commonwealth Finance Corporation promise altogether too much.

A., Hartford, Conn.: 1. Niles-Bement-Pond Co. is strong and prosperous and its dividends at present are liberal. Its stock has lately fluctuated somewhat. A handsome profit is always a good thing to take.

S., Richmond, Va.: If the tentative rate increases stand after June 1, all the railroads will be benefited. For this reason it seems unwise to sacrifice Erie or any other railroad stock.

F., Lakehurst, N. J.: 1. St. Jos. Lead has profited by the high war price of metal. The stock is selling considerably above par and may have discounted its future. 2. Penn. R. R. is one of the best railroad stocks.

A., Seattle, Wash.: Texas Co. is well managed, has a handsome property and under ordinary conditions should increase its earnings and pay higher dividends. I cannot believe that the government will put an excessive tax on corporations.

M., Springfield, Mass.: Whenever the stock market has a sudden severe break, weak holders rush in to sell and prices recede sometimes from 5 to 20 points in a day. It is usually safe to purchase on such a break, for recovery is bound to follow. But no one can hope to buy at the lowest or sell at the highest price.

A., Chicago, Ill.: 1. I cannot foresee the future price of Northern Pacific. But good crops and fair treatment of the railroads ought to be reflected in its market value. 2. The decline in Studebaker is apparently a part of the bear campaign against the motor stocks. There have been unconfirmed rumors of a possible cut in the dividend.

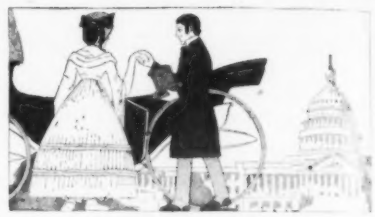
H., Massillon, Ohio: 1 While the war lasts and metal is dear, International Nickel will probably make large profits. It is selling at about $41 and is paying $6 per year in dividends (or 24 per cent. on par, $25). 2. Transue Williams Steel paid its initial quarterly dividend of $1 in January. It also is selling at about $41. Nickel is the more attractive.

L., Richmond, Va.: 1. No one can forecast what form our new war taxes will take. But it is incredible that they should be made so severe as to handicap the great industries on which the prosperity of the country must depend. Liggett & Myers is one of the best-managed and most successful tobacco companies. I would not sacrifice the stock. 2. Maxwell first preferred is among the leading motor stocks and is paying you well on investment. It seems wise to hold it for better days.

P., Kingston, N. Y.: 1. Crown Oil was recently launched on the market. It is claimed the company has extensive properties and that it is prepared to pay 12 per cent. dividends. The stock has been selling on the Curb at $1⅛ and yet strange to say, several brokers have been eagerly offering it at $1. They would hardly do this if they had confidence in it. 2. Not enough has been done by U. S. Copper Co. to commend its stock to the public. 3. I do not recommend the purchase of cheap Curb stocks. They are too speculative and too many people have had their fingers burned by them.

R. I. M., Ga.: All the S. O. oil group are in the highest class of the oil stocks, especially the parent company, the S. O. of N. J. Among the best of all these, according to statements of earnings, is Vacuum. The extraordinary action of the Federal Commission at Washington in seeking to reopen the S. O. case has naturally led to some selling by timid holders, just as was the case when the government's anti-trust suit was brought. Those who sold then had reason to regret it. It would seem better in the light of experience to hold the shares you have and to be ready with cash to buy additional shares whenever the market has a severe break.

R., Hornell, N.Y.: 1. President Sloan of the United Motors Corporation states that gross sales of the constituent companies for 9 months ended March 31, were $23,500,000, compared with $17,200,000



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Simeon Strunsky is the Associate Editor of The New York Evening Post. He contributes daily to the editorial page.

And, every Saturday, in the Evening Post Magazine appear Strunsky's own "Post-Impressions" of some of the things with which people's minds are deeply occupied at the moment. This is his particular department and his most notable contribution toward shaping contemporary thought.

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In the corresponding period a year ago. Indications are that the sales for the fiscal year ending June 30 will be $34,000,000, an increase of 40 per cent over last year. Earnings are at the rate of $9 a share in spite of great increase in cost of material and labor. General market conditions have affected the stock adversely. At its present low market figure it seems attractive. 2. Sinclair Oil Co. is prosperous and a dividend payer. The stock is a business man's investment.

M., Hitchins, Ky.: Judging by reports at hand, General Refractories Company is prosperous and the stock an attractive business man's investment.

C., Brooklyn, N. Y.: The Wright-Martin Air Craft Corporation is now shipping its machines to France. More capital is required and some financing must be done. Until the new plan is matured the stock is a speculation. But it has merit, I still believe.

H., Jamestown, R. I.: The effect of the large issue of government bonds on the bond market remains to be seen. If, as during the War between the States, the government is compelled to issue additional bonds at a still higher rate of interest, the effect on the bond market would be more serious. It might be well to wait a little while.

S., Cleveland, Ohio: Ford Motor Co. of Canada has been a profitable producer and has paid large sums in dividends, but not regularly. The only dividend paid in 1916 was 600 per cent. in new stock, distributed Jan. 12. The capital stock was then increased from $1,000,000 to $7,000,000. It is said that no other dividend will be paid until the surplus totals $3,000,000. In July, 1916, the surplus was over $1,000,000, after payment of a war tax of over $700,000. The company's profits may be restricted by the war, but it should eventually resume dividends. It does not seem wise to sell your stock at a loss.

M., St. Charles, Mo.: I. U. B. & P., with only $10,000,000 capital and earning, according to its last statement, over 20 per cent., looks like a purchase rather than a sale. The largest holders seem to be buying it in the belief that its 6 per cent. dividends are assured, with extras now and then that will make it more attractive. 2. Chile Copper's capitalization and its bonded debt are both heavy and every pound of copper taken out, depletes it that much. Proceeds of increased stock and new issue of bonds are to be used to pay debts and enlarge facilities. If the proposed mill capacity of 27,000 tons a day can be realized, Chile can produce copper at 6 cents per pound, which might enable payment of dividends. But that is all in the future. At present the stock is a long pull.

New York, May 3, 1917. JASPER

FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers, offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

Georgia farm mortgages paying 5½ to 6 per cent are dealt in by the Sessions Loan & Trust Co., Drawer 5, Marietta, Ga. Write to the company for details.

The new government loan will include bonds in the denomination of $100. These may be bought outright or on the small payment plan of E. F. Coombs & Co., the $100 bond house, Equitable Bldg., New York. Write to the company for particulars.

Bonds paying 4 to 5½ per cent, exempt from income tax and accepted as security for Postal Savings Bank deposits, may be had of the New First National Bank, Dept. 5, Columbus, Ohio. Write to the bank for its free booklet E, "Bonds of Our Country."

The effect of events on value of securities is accurately pointed out in the widely quoted "Bache Review," which also provides suggestions for investment. Copies may be had on application from J. S. Bache & Co., members N. Y. Stock Exchange, 42 Broadway, New York.

Many conservative investors will subscribe for the new government bonds. An interesting free pamphlet on the subject of government issues is being sent out by C. F. Childs & Co., 120 Broadway, New York, and 208 So. LaSalle St., Chicago, specialists in these securities. The pamphlet may be had by asking for circular L-1.

Farm mortgages in the heart of Wisconsin's prosperous dairy belt are a specialty with Markham & May Co., 1222 First National Bank Bldg., Milwaukee, Wis. The company's loans are made to preferred borrowers, and it will send gratis to any address its current list and a brochure on "The Dairy Farm Mortgage."

Those who desire to help the nation by subscribing for the new government bonds can easily do so by communicating with L. R. Latrobe & Co., 111 Broadway, New York. This firm will attend to all details without profit to itself or expense to subscribers and will also carry the bonds on the partial payment plan. Write to Latrobe & Co. for complete information.

Persons able to save from $10 monthly up have a choice of investment combinations under the partial payment plan to suit their requirements. These opportunities are outlined in circulars M-4 and T-4 issued by John Muir & Co., the widely-known specialists in odd lots and members N. Y. Stock Exchange, 61 Broadway, New York. The circular will be mailed without charge to any address.

First mortgage serial 6 per cent bonds secured by the best grade of real estate, and amounting to about $6,000,000, are offered by S. W. Straus & Co., 150 Broadway, New York, and Straus Bldg., Chicago. These issues are safeguarded by the well-known Straus plan, which insures safety and good returns. Full particulars regarding these securities may be had by sending to Straus & Co. for their free circular No. 1-703.

The prudent investor is on guard against propositions which promise unreasonable dividends and profits, and always investigates before he buys. The Salt Lake Security & Trust Co. of Salt Lake City, Utah, invites thorough investigation before purchase of its 6 per cent secured real estate certificates, for sale in convenient denominations and bought by investors all over the country. Send to the company for its free booklet containing detailed information.

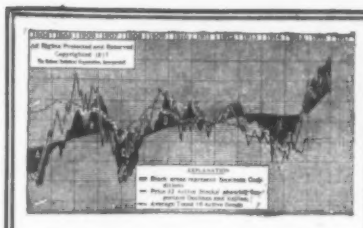
Those successful managers of public utility enterprises, H. M. Byllesby & Co., Inc., 1204 Trinity Bldg., New York, and 208 So. LaSalle St., Chicago, are distributing Standard Gas & Electric Co.'s $1,000 6 per cent Gold notes. The company recommends these notes as combining safety and liberal yield. One of these bonds can be bought for $960 and it will put in the buyer's pocket $5 for every month in the year. Write to the company for earnings circular L, furnished without cost.

There is great demand for bonds of prosperous steamship corporations. These companies are noted for prompt payment of fixed charges. The Tillotson & Wolcott Co., investment bankers, Cleveland, Ohio, and 115 Broadway, New York, are offering new issues of steamship bonds yielding 6 per cent which they recommend as desirable investments. The company will send to any applicant its free booklet explaining steamship bonds in general and its circulars descriptive of available issues.

A plan whereby investors of moderate means can participate in the proceeds of timber investments has been worked out by the long-established James D. Lacey Timber Co., 332 So. Michigan Ave., Chicago. The company issues first mortgage bonds in denominations of $100, $500 and $1,000. Holders of these issues are entitled to share in profits above fixed charges. Investors are invited to obtain from the company booklet T-204 which gives a clear explanation of this investment opportunity.

The Secretary of the Treasury favors certain important changes in the Income Tax Law. This is a matter of moment to all persons whose incomes are concerned. A chart dealing with incomes from $3,000 to $3,000,000, comparing these suggested rates and amounts with rates now in force and those originally levied, has been prepared by the strong and reliable National City Co., National City Bank Bldg., New York. The company will send a copy of this proposed schedule upon request. Write to it for "Chart L-68."

Many prosperous corporations have been hampered by lack of working capital owing to rush of orders since the outbreak of war. One of these, a successful iron and steel corporation, which has to handle a large additional volume of business, wishes to secure $50,000 to $100,000, with which to increase its capacity. It offers a high-grade short-term investment chance to firms or individuals able to advance from $10,000 to $20,000 each. The company's property is appraised at ten times the loan required. For exact information write to the Sebow Co., care of Leslie's, 225 Fifth Ave., New York City.



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Business men, bankers and investors are anxious to keep posted as to the effect in the financial and business world, of the great events which are transpiring. A current magazine recently said:

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The Bache Review

With Suggestions for Investment

will be mailed free on application to

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Members New York Stock Exchange

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AMERICA'S SHARE IN THE WAR

(Continued from page 567)

with skill, assurance, and a disconcerting measure of success.

A sure counterstroke to the submarine has not yet been evolved; its ravages not only continue, but show a tendency to increase. Already there is a serious shortage of foodstuffs in Great Britain and not even the tremendous efforts that the British Government is now making to enforce economy, to increase production, to build more ships, and to devise fresh means of destroying the U-boats, can avert the pinch of privation, and even of distress, before the next harvest is gathered. A deadly race is on between the German capacity to turn out submarines and to man them with competent crews and the British capacity to keep clear the sea-lanes on which the very life of the British people depends.

It is a contest on the issue of which, more than on any single feature of this world-convulsion, hangs the whole fate of civilization; and the issue is still uncertain. The [illegible] greatly favor its determination in the [illegible] that is so vital to all the purposes of the Allies. But the mere possibility that the event might be otherwise, that Great Britain might be placed virtually in a state of siege, is enough, I should think, to convince any American of imagination that the war may yet extend to their uttermost the strength and tenacity and inventiveness of the United States.

And beside this—and here we pass from contingencies to actualities—there is the clear and sorrowful fact that France, after her magnificent effort, and with her spirit still buoyantly unbroken, is nearing a state of exhaustion, is suffering sorely from tuberculosis, is running perilously short of fuel, raw material, medical supplies, doctors and workers. I can imagine no more inspiriting call to the manhood of America than the summons which has now come to them to spring to the aid of that stricken but indomitable land with whose history the birth of American independence is imperishably associated. There is no limit to the service open to them in behalf of the future of the world.



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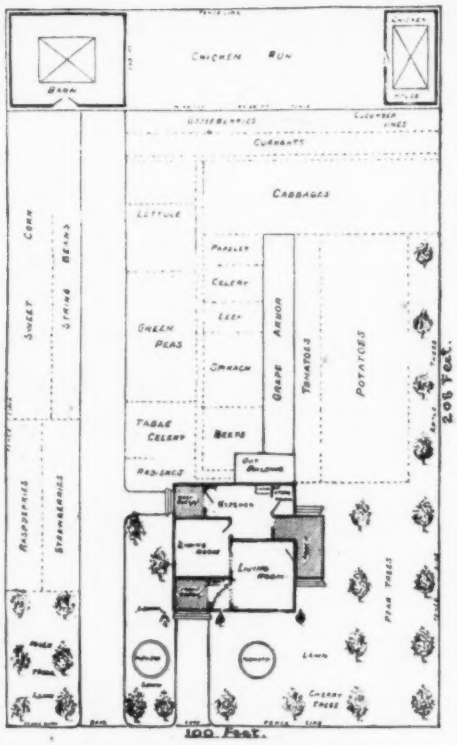
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HOW TO START A GARDEN

BY CHARLTON BATES STRAYER



WHAT HALF AN ACRE WILL DO

"PREPAREDNESS begins in your own garden" is a good slogan, but those who lack experience don't know just how or when to begin.

The proper preparation of the soil is a step which, for the novice, cannot be too much stressed. Half the battle is won when a seed bed of fine tilth, free from all clods, is prepared. Almost as important is proper fertilization. Nothing exceeds in value well-rotted stable manure. Unfortunately the back-yard gardener in most of our cities will be unable to get this. The next best thing is commercial fertilizer, which, though stimulating the growth of the plant, does not afford the soil the permanent enrichment that composted manure gives. If the soil is sour, burnt lime should be broadcasted and raked in before plantings are made, but not when fertilizer or manure is put on. As to the time for planting no definite rule can be given for all localities. The Department of Agriculture divides vegetables in two classes—"warm temperature" and "cold temperature" vegetables.

When peach and plum trees are in blossom or when silver maples put forth leaves it is time to sow in the open ground the seeds of "cold temperature" vegetables—lettuce, spinach, radish, parsley, beets, turnips, cabbage, carrots, smooth peas and onions. Since wrinkled peas are apt to rot in cold ground they should not be planted till later.

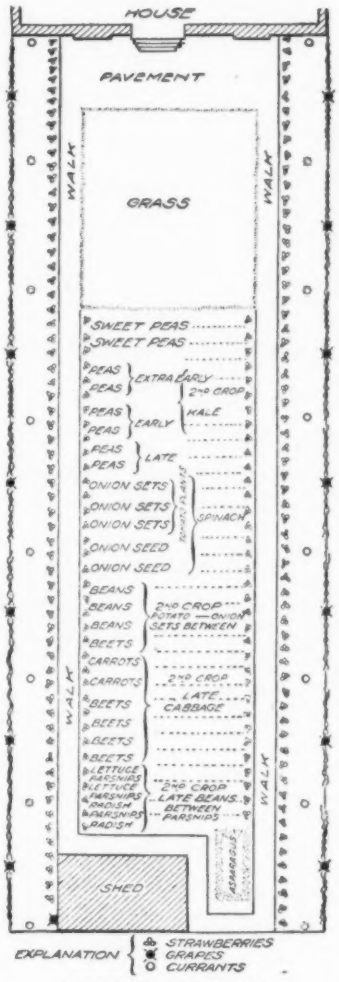
When the apple trees bloom the "warm temperature" vegetables—cucumbers, beans, sweet corn, squash—may be planted and tomato plants may be set out. This is only an approximation, however, and for one to whom an extra early garden is an incentive, is rather conservative. Complete planting tables may be found in Farmers' Bulletins 255 and 818 which may be had free of charge from the U. S. Department of Agriculture.

The world needs potatoes more than any other commodity the home gardener can raise. Many a vacant lot, and many acres put under cultivation for the first time, will be wisely given over to potatoes. This is no time for following fads in gardening, but the beauty in having one's own garden is that it furnishes you absolutely fresh vegetables. Peas and corn are best when taken right from the garden to the kitchen and used immediately. This article proceeds on the assumption that these and a few other staple products should divide the garden space with the more homely potatoes. In addition to this, the yield of potatoes is small in proportion to the ground covered, and on a tiny plot other products can be raised to better advantage.

If the small garden plot is to be profitable every square foot of it should be made to work continuously. To this end the amateur should draw up a complete plan of his garden in advance. On this should be noted the date when each vegetable should be planted, and provision made for the planting of a second crop after the first has been used. For example, in the diagram given, which is only suggestive, second plantings of string beans and beets and successive plantings of corn could be put where peas were at first. Such a diagram is valuable also from year to year in obviating the mistake of planting the same vegetables in successive seasons in the same spot.

Bulletins of the Agricultural Department and seed catalogues will be found to contain much valuable information on the subject of planting. The beginner should not make the mistake of planting all his seeds at once. Radishes, lettuce, beets, peas and corn should be planted at intervals. The first thing to be ready for the table will be radishes, which mature in from five to six weeks. Lettuce does best in the early summer and fall.

Weeds should be kept down and the soil should not be allowed to harden.



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THE GLORY OF SOUTH AMERICA

(Continued from page 564)

Chile, while remaining picturesquely unique, and some provided with wonderful backdrops painted by the master hand of nature, have awakened from their lethargic sleep of years and have become hustling, bustling marts of trade and social life.

The most magnificently situated of them all is Rio de Janeiro the capital of Brazil—in fact it seems to me to be without a peer, and I have seen all the big and wonderful cities of the world. Its principal streets and avenues are asphalted and lead to the beautiful drive known as Boulevard Beira Mar, which traverses twenty or more miles of the edge of the shore of the bay on which this metropolis is situated—a bay by the way big enough to hold at one time all the fleets of all the navies of the world. I believe that as an automobile drive it is without a rival anywhere. On one side is the deep azure of the Atlantic Ocean studded here and there with emerald islets, while on the land side rise mountains covered with the most luxuriant tropical foliage, the famous peaks of Corcovada and Sugar Loaf pointing majestically to the tropical sky with its rolling, fleecy white clouds, superimposed on a blue background. Pastel-colored houses and villas, topped with bright red-tiled roofs, nestle against the breast of the ranges and show here and there through the many shades of the rich green vegetation, adding a pleasing artistic splotch of color. The scene is enchanting. No painter could reproduce its tones and tints. No words adequately describe its beauty. Further on is graceful Tijuca, an isolated pinnacle of 3300 feet, approached by a well-constructed and densely shaded road, rich in verdure, while on either side numerous waterfalls add their murmuring liquid notes to the ribald songs of the riotously colored birds, so numerous in these lands of sunshine.

Buenos Aires stands out strong. Its beauties are man-made. No snow-capped ranges tint its evening skies. Its well-paved streets, its modern buildings, its air of independence, its business activity and the other dominant earmarks of youth and prosperity leave an impression never to be forgotten and forever dissipates in one's mind the thought that the Latin-American is a leisure-loving individual.

No matter what route you select, be sure to see the Panama Canal, the greatest human achievement since the dawn of civilization and which is unquestionably destined to change the paths of commerce of the earth, and, by annihilating space, bring the nations of the world closer together.

I could write much more of these lands of smiling summer and wonderful wealth, with their curious customs, and I am sure that once visited they will hold other travelers' attention and interest as they have held mine for years.

And after you have returned to the United States, despite Latin-America's attractions and allurements you will be convinced, as I am, that it was best to know America first.

A GOLDEN LEGEND

The world was almost finished when
The artist-angel found
The colors that he had were not
Sufficient to go round,
So turning to the west he caught
Upon his broad palette,
The hues of dazzling yellow where
The sun in glory set.

He veined the rocks and strewed the sands
And paved the streams with gold,
And sowed the bosom of the earth
With grains of wealth untold.
He hung the trees with golden fruits,
A joy to taste and sight,
And thickly planted all the fields
With golden poppies bright.

He crowned the land with blossoms rare
That grow in Paradise,
And throned it on the shining gold
Of cloudless sunset skies.
"Hail! California," he cried,
"True Eden of the West,
Of all my earthly handiwork,
Behold! Thou art the best."

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WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

UNITED PATRIOTISM AT WASHINGTON

WHILE President Wilson has been successful in getting most of his preliminary war measures through Congress, it has been largely through the support of Republican members who laid aside partisanship for patriotism. Naturally, they have not had to irk under the administration whip, as have some of the "wild horses" of his own political faith. The latter have time and again refused to do his bidding. The revolt frequently begins at the top. Stone, as Chairman of the important Senate Foreign Relations Committee, broke away on the armed neutrality bill and the war resolution. Kitchin, majority leader of the House, opposed the break with the Central Powers and carried many "me too" Democrats with him. Dent, Democratic chairman of the House Military Committee, has come through with a bill for a volunteer army as opposed to the President's plan of selective conscription, and the country is presented with the unusual spectacle of the ranking Republican member of that committee, Kahn of California, taking the floor as spokesman for the administration. The recalcitrant Democrats are missing the opportunity to serve the country.

THROTTLING THE PRESS

AFTER bitter controversy the Senate has gone on record for a modified censorship clause in the espionage bill by a vote of 43 to 33. As the bill now stands, it forbids the publishing of information regarding military forces, movements, fortifications or defenses calculated to be useful to the enemy. Happily, there is a provision that "nothing in this section shall be construed to limit or restrict . . . any discussion, comment or criticism on the acts or policies of the government, or its representatives, or the publication of the same." Speaking against press censorship, Senator Lodge made the important point that "there is a wide distinction between the publication of information useful to the enemy and of information that some department head may consider useful to the enemy." Senators Borah, Brandegee and Thomas were also strong opponents to the provision, on the ground that it was in contravention to the first amendment of the Constitution, which safeguards the freedom of speech and of the press. The whole is part of a feeling against the press that has had place in Congress for years. The press has done more effective work for the safety of the nation than any other single instrumentality.

SLACKNESS IN CONGRESS

IF the Constitution has not become a "scrap of paper," it is obvious that the functions of Congress are still confined to making the laws, leaving their execution to the coordinate branches of Government. In response to a call for proposed lines of action, the various executive bodies and special organizations have been firing their recommendations to the National Legislature. Congress should give these recommendations prompt consideration, arm them with authority, and send them back thus equipped to their originators. This applies particularly to urgent executive plans, such as the handling of the problem of food production. An instance of the way things should be done has been given by Gen. Goethals. Placed in charge of the plan for building 1,000 wooden ships, Gen. Goethals immediately ordered a nation-wide census of ship-builders, directing a report through the labor employment bureau by telegraph within four days. It is safe to prophesy that the man who built the Panama Canal will build the ships. All that is needed is for Congress to give the same powers of action to other leaders in the work of coordinating the Nation's resources, and then adjourn. Let legislation be limited.

THE MEANING OF $7,000,000,000

AMERICA'S war loan of seven thousand million dollars surpasses the powers of the mind to grasp. Spent at the rate of a dollar a minute it would take 13,318 years to dispose of the appropriation. Loaned out at 6 per cent, thirteen dollars could be spent every second for an indefinite period without touching the principal. Converted into silver dollars, the coined pieces laid end to end would reach more than four times around the earth at the equator. Piled on top of one another, these silver dollars would extend nearly six hundred miles in the air. Made into dollar bills, they would cover 26,686 acres. The interest on the loan is greater than the entire running expenses of the Government less than half a century ago, while the amount itself would conduct the affairs of the Government for fully seven years, on the basis of the annual expenditures for the last decade. Another and more cheerful way of looking at the situation is that, great as the loan is, the wealth of the United States is such that it amounts to the lending, of one dollar out of every forty dollars of our existing tangible resources. A penny a day saved by every inhabitant would cancel the principal within twenty years.

RUSSIA'S RED REVOLUTION

(Continued from page 553)

Throughout the night the sky was aglow with the reflection from the burning buildings.

Feb. 28th. Fighting, burning of police stations and the hunting of policemen by the mob had continued throughout the night without ceasing and Tuesday morning dawned with the streets still crowded with armed mobs. Early in the morning news came through that two regiments of Siberian troops were about to arrive at the Nikolia Station to restore order. The revolutionaries at once gathered together a complete regiment of soldiers who lined up in front of the station. At either end of the line of soldiers was stationed an armored car with its guns trained on the station. These cars were reinforced by several machine guns.

Upon the newly arrived troops seeing what careful preparations had been made for their reception, they immediately placed all of their own officers under arrest and declared themselves in sympathy with the revolutionaries. The officers were all disarmed and allowed to go free. When the new troops joined the people they were received with great cheers. During the morning large numbers of soldiers and Cossacks from the various military camps around Petrograd came in without their officers and joined the people. All officers had been disarmed and most of the more unpopular ones had been shot. Any officers appearing in the streets armed were immediately stopped and disarmed. A number of them, more especially the older generals and retired officers quite naturally refused to comply with the wishes of the soldiers and crowd and were immediately shot where they stood. All over the city fighting continued, more especially in the vicinity of the Nevsky Prospect and the Nikolia Station.

In the latter part of the morning I accompanied Mr. Bury to the Duma and while inside the building saw Stuermer, president of the Imperial Council of Ministers, and other high officials brought in under arrest by the revolutionists. Great excitement prevailed and the prisoners were protected by a heavily-armed guard. These prisoners were taken into an inner room before an examining board and later on confined under arrest.

Towards noon a large crowd gathered in front of the Astoria Hotel, a commanding building facing the large square in front of St. Isaac's Cathedral. This hotel had been taken over some months previously by the military authorities as a place of residence for officers and consequently at the time was full of officers, not only Russian but also from the Allied armies. The crowd at first was only boisterous but not dangerous and demanded the surrender of all Russian officers with their arms and also all papers and records. While a deputation from the crowd were in the hotel a Russian general fired on the crowd from one of the windows and at the same time a machine gun opened fire upon the people from the roof of the hotel, killing a large number. The fire from the roof was immediately returned by the soldiers and then the crowd rushed the hotel, breaking every window and generally looting the place. All foreign officers were allowed to leave and were supplied with motor cars. All the foreign officers left except the English who remained until the crowd threatened to bring up artillery and raze the building.

The Russian officers were all placed under arrest, disarmed and brought out into the street, where a number of them for various reasons were shot on the spot. The general who had fired from the window was shot in the street and his body thrown into the canal. The mob then looted the wine cellars with the result that soon many became intoxicated and then commenced to break up the hotel furniture and fittings. They also burnt all documents and papers found on the premises. The streets were rendered particularly dangerous by the number of armed hooligans who were continually firing off their weapons quite regardless of direction and also by some of the drunken soldiers showing groups of people how to load and fire a rifle. A single shot from a roof was sufficient to start volley after volley at the house from which the shot was fired. Performances such as the above continued throughout the night. During the day news of the happenings at the Duma had been given to the crowd by word of mouth from motor cars. In the evening two different newspapers were issued.

Mar. 1st. Street fighting had continued throughout the night but diminished to a great extent in the morning. Notices issued by the revolutionary committee were posted all over the city asking the people to be quiet and refrain from looting; also special patrols of revolutionary militia were formed to endeavor to restore order and also to prevent the many armed motor cars from rushing needlessly about the streets. The great difficulty was to collect the many thousands of soldiers who were wandering about the streets and also to disarm the roughs and criminals who were without doubt responsible for almost every case of looting. This work was splendidly executed by the patrols and in consequence by evening the general atmosphere was far more healthy, although fighting continued throughout the city but upon a more confined scale.

Notices were posted in the streets to the effect that food arrangements were being organized as speedily as possible and that if the public would only have patience everything would be restored to good order in a few days. In the outlying districts there were a number of cases where armed roughs and released criminals, dressed as soldiers, committed crimes and looted houses. When notified of such happenings the militia readily gave every possible assistance. News of the general happenings in the Duma was given out as on the previous day.

Mar. 2nd. There was comparative quiet throughout the night although spasmodic street fighting continued. Very large crowds gathered in all the streets but they were good humored and of a better class than those of the previous day and comparatively few hooligans. The patrols of militia throughout the city were increased in number and guards were placed at the banks and the principal buildings and offices. Quite a number of provision shops were opened. Any armed marauders found in the streets were disarmed by the patrols. News was coming through from all districts that soldiers in every part of the empire were going over to the side of the revolutionaries without any disturbances. The police had been generally rounded up, and numbers of them were being caught disguised as women. Several editions of the newspapers were issued throughout the day.

Mar. 3rd. The night was comparatively quiet, only very occasional fighting. Thousands thronged the streets throughout the day, the militia having restored comparative good order, the general humor of the crowds excellent. All banks opened for business from 11 a. m. to 1 p. m. Several large restaurants and picture halls were taken over by the militia as central feeding points for the soldiers. Notices were posted up inviting free contribution for the soldiers of tea, bread and tobacco. Large supplies were immediately forthcoming. There was general good order in the streets and practically no armed roughs to be seen. A large number of officers being sworn in by the new government were supplied with new swords and revolvers and at once began to reorganize their companies. Considerable anxiety was caused by news that a difference had occurred between the Duma and the workmens' committee.

Mar. 4th. City and surrounding districts quiet; practically no firing throughout the night. The weather which had been fine but very cold now changed to a fierce blizzard, raging throughout the morning. This somewhat chilled the ardor of the crowds and consequently rendered invaluable assistance to the militia patrols. The weather cleared in the afternoon when the streets immediately became thronged with good humored crowds. On this day the banks were again opened and also the first newspaper was issued for sale at 1d, all previous newspapers having been distributed free. The Winter Palace although occupied by the revolutionaries, was in no way damaged. To-day for the first time a red flag is flying from the palace and all the royal coats-of-arms around the beautiful wrought iron railings are covered with red cloth. Special tariffs of food prices were posted all over the city, the prices being approximately 50 per cent. less than those ruling the previous week. Cabs were on the streets for the first time since the disturbances.

Mar. 5th. Life throughout the city has now practically resumed its normal state although huge crowds still continue to throng the streets. By special proclamation of the new government all workmen are requested to resume work to-morrow morning. Large gangs of workmen are employed in clearing the tram-rails of snow so as to enable the service to be resumed on Tuesday.



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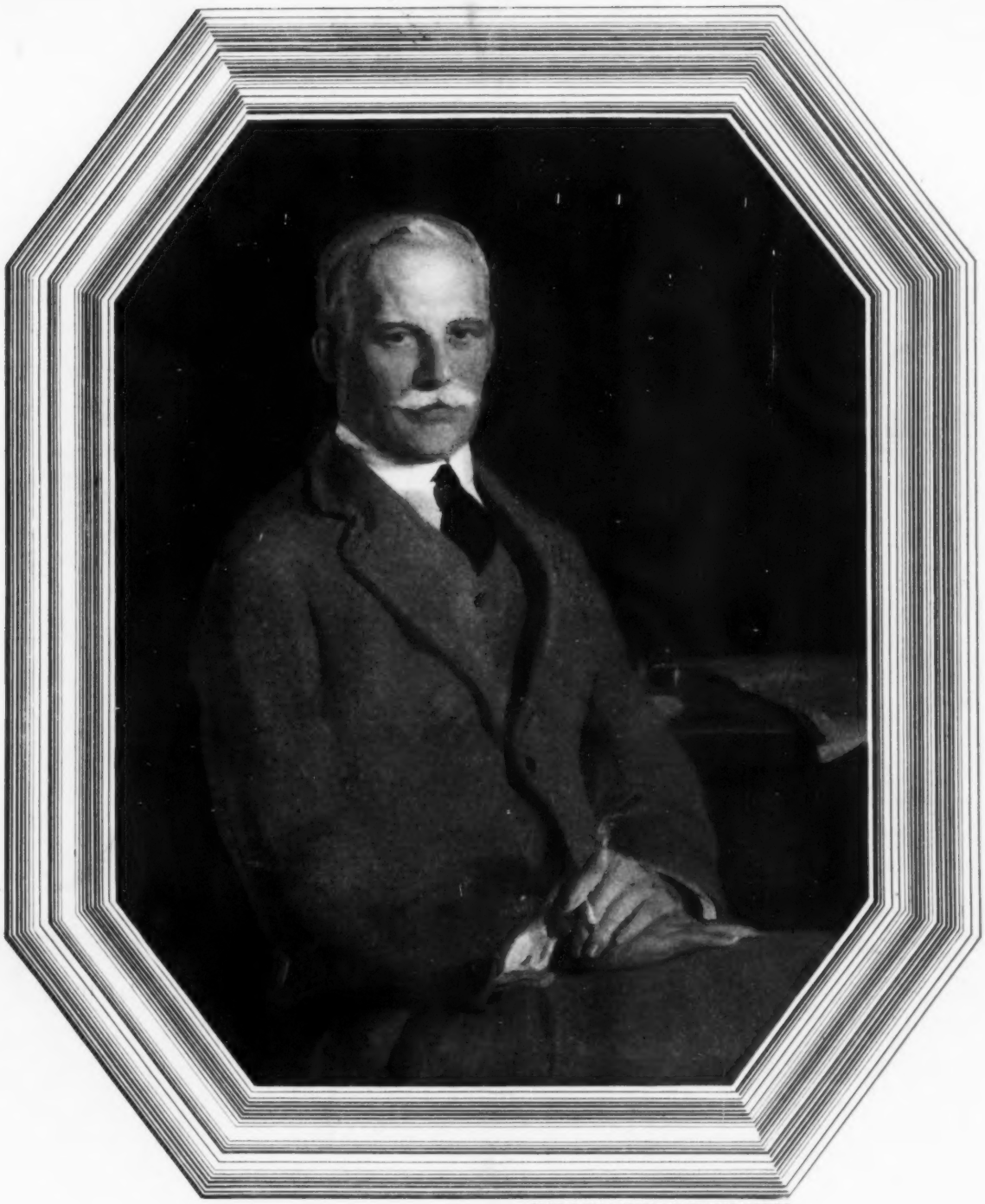
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